# 2001

New Nouveau
Brunswick

# Motor Vehicle Traffic Collision Statistics

Department of Public Safety

P. O. Box 6000, Fredericton, N. B., E3B 5H1

103-00373/

2001

New Nouveau
Brunswick

PUBLIC SAFETY

# PREFACE

Appreciation is extended to the Royal Canadian Mounted Police, municipal police forces as well as the "First Responders" who were involved in the processing of more than 10,000 traffic collisions summarized in this report. In all types of weather, conditions and times these dedicated professionals are called upon to investigate and process these incidents, many of which involve human lives and suffering.

Specific efforts to reduce the number of accidents are being made by Canada's Road Safety Vision 2010, a national undertaking aimed at making Canada's roads the safest in the world. Officially launched in 1996, Vision 2010 is supported by all levels of government as well as by instrumental public and private sector stakeholders. The plan makes use of a broad range of initiatives that focus on road users, roadways and motor vehicles.

Vision 2010 is a long-term plan aimed at reducing the number of road fatalities and serious injuries in Canada by 30 percent over the 1996 - 2001 average figures. Transport Canada has developed a number of specific targets designed to help reach this goal. These targets were established through the Canadian Council of Motor Transport Administrators, with input from the Canadian Association of Chiefs of Police and the Transportation Association of Canada.

The New Brunswick Annual Motor Vehicle Traffic Collision Report is a valuable indicator of the current state of road safety in New Brunswick. Within these pages, statistics are presented on everything from the types of vehicles involved in collisions to when and where they occur. This kind of information is invaluable for targeting areas in need of safety initiatives.

Thank you for your continued support for improvement.

# COMPARATIVE STATISTICS 1991- 2001

| | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total Reportable Motor Vehicle Accidents** | 20,090 | 18,340 | 15,784 | 13,574 | 12,347 | 10,600 | 11,040 | 10,425 | 10,746 | 11,121 | 10,407 |
| **Fatal Accidents** | 103 | 110 | 116 | 66 | 92 | 86 | 84 | 86 | 98 | 77 | 86 |
| **Personal Injury Accidents** | 4,648 | 4,111 | 3,933 | 3,731 | 3,590 | 3,199 | 3,512 | 3,502 | 3,585 | 3,759 | 3,633 |
| **Property Damage Only Accidents** | 15,339 | 14,119 | 11,735 | 9,777 | 8,665 | 7,315 | 7,444 | 6,837 | 7,063 | 7,285 | 6,688 |
| **Persons Killed** | 118 | 131 | 139 | 79 | 113 | 94 | 105 | 96 | 110 | 89 | 95 |
| **Persons Injured** | 6,930 | 6,106 | 5,786 | 5,434 | 5,503 | 4,781 | 5,115 | 5,226 | 5,388 | 5,556 | 5,567 |
| **Death Rate per 10,000 Registered Vehicles** | 2.49 | 2.70 | 2.90 | 1.65 | 2.35 | 1.95 | 2.18 | 1.94 | 2.17 | 1.71 | 1.74 |
| **Motor Vehicles Registered** | 469,251 | 483,870 | 478,788 | 479,675 | 480,694 | 479,833 | 481,476 | 495,555 | 506,177 | 537,781 | 545,668 |
| **N. B. Population** | 726,000* | 728,000* | 730,000* | 733,000* | 735,000* | 738,133 | 760,761 | 753,132 | 755,891 | 757,267 | 757,077 |
| **Drivers Licensed** | 467,972 | 475,526 | 480,369 | 492,228 | 503,342 | 503,522 | 505,790 | 509,911 | 514,099 | 518,139 | 519,027 |

*Estimated

# TABLE OF CONTENTS


**Quick Facts and Graphs**

| | |
|---|---|
| 2001 Fatalities Classification | Page 4 |
| Accidents and Casualties | Page 5 |
| Number of Drivers Involved in Accidents by Age | Page 6 |
| Number of Drivers Involved in Accidents by Sex | Page 7 |
| Accidents by Day of Week | Page 8 |
| Number of Accidents by Light Conditions | Page 9 |
| Victims Killed by Age Group 1996 - 2001 | Page 10 |
| Victims Injured by Age Group 1996 - 2001 | Page 10 |
| Fatalities by Road Users Class | Page 11 |

**Number of Accidents**

| | |
|---|---|
| By Class and Hour of Occurrence | Page 11 |
| By Class and Day of Occurrence | Page 12 |
| By Class and Month of Occurrence | Page 12 |
| By Class and Light Conditions | Page 13 |
| By Class and Road Surface Condition | Page 13 |
| By Class and Road Surface Type | Page 14 |
| By Class and Weather Condition | Page 14 |
| By Class and Place of Occurrence | Page 15 |
| By Class and County | Page 15 |
| By Class and City | Page 16 |
| By Class and Town | Page 16 |
| By Class and Village | Page 17 - 18 |
| By Class and Police Jurisdiction | Page 18 |
| By Class and Accident Configuration | Page 19 |
| By Class and Legal Speed Limit | Page 19 |

**Number of Victims**

| | |
|---|---|
| Killed by Road User Class and Age Groups | Page 20 |
| Injured by Road User Class and Age Groups | Page 20 |
| Killed and Injured by Road User Class and Sex | Page 21 |
| By Month of Occurrence | Page 21 |
| By Place of Occurrence | Page 22 |
| By Victim Age and Sex | Page 22 |

**Number of Vehicles**

| | |
|---|---|
| By Type and Class of Accident | Page 23 |
| By Class and Vehicle Condition | Page 24 |
| By Class of Accident and Pre-Collision Vehicle Action | Page 25 |
| By Class of Accident and Towed Vehicle | Page 26 |
| By Vehicle Year and Accident Severity | Page 27 |
| By Insurance and Jurisdiction | Page 27 |

**Number of Drivers**

| | |
|---|---|
| By Sex and Class of Accident | Page 28 |
| By Age and Class of Accident | Page 28 |
| By Class and Human Condition | Page 29 |
| By Class and Human Action | Page 30 |
| Injured and Safety Equipment Used | Page 31 |

**Number of Pedestrian Victims**


By Place of Occurrence Page 31
By Pedestrian-Action and Age Groups Page 32
By Severity and Type of Intersection Page 33
By Severity and Special Facility Page 33


**Number of Occurrences**


By Age of Driver and Human Condition Page 34
By Age of Driver and Human Action Page 35
By Class and Human Condition Page 36
Involving Moveable Objects by Class Page 37
By Class and Human Action Page 38
Involving Non-Collision Events by Class Page 38
By Class and Environmental Condition Page 39
By Class and Vehicle Condition Page 40

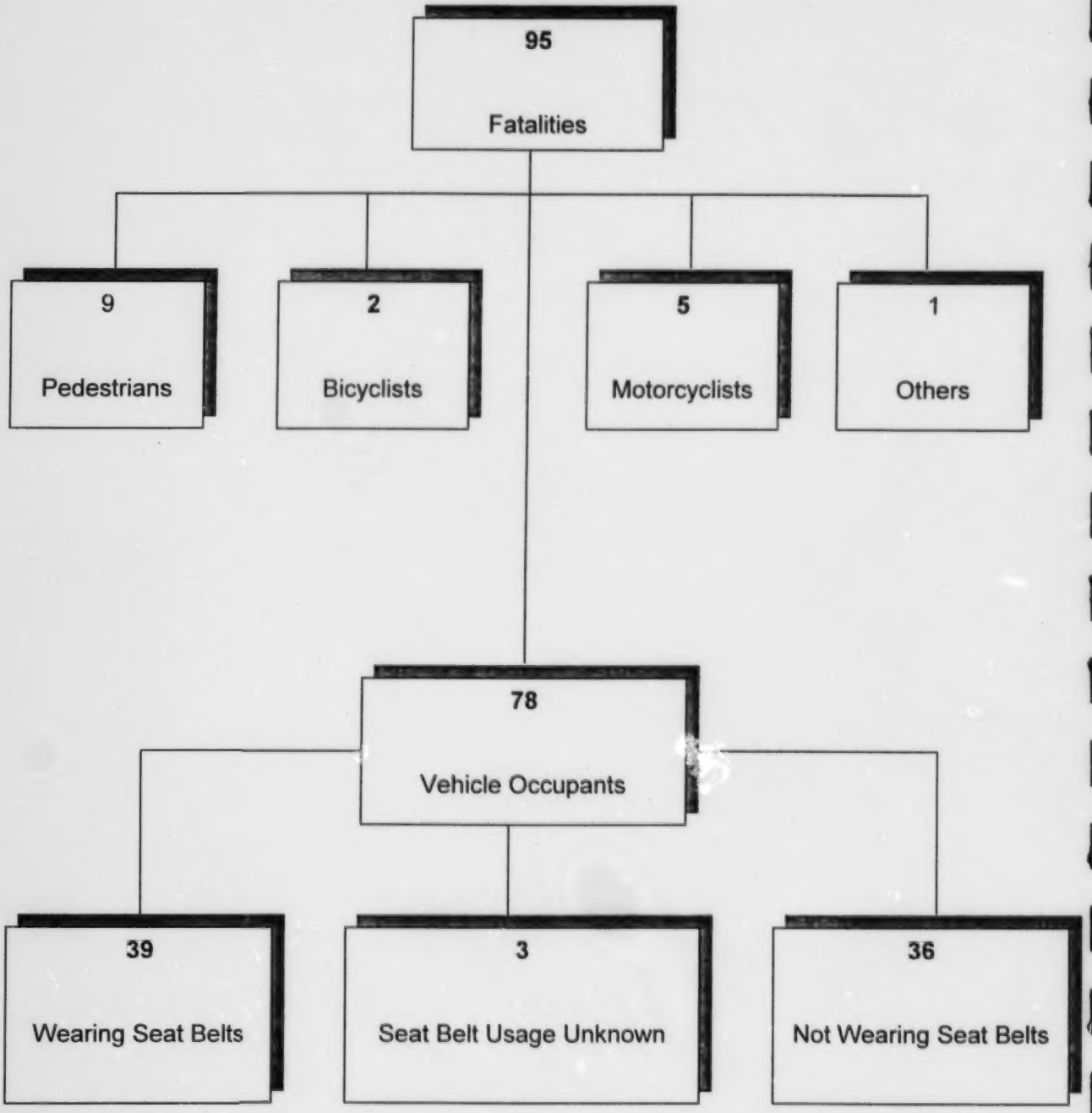

**Miscellaneous**


Number of Passengers Killed and Injured and Safety Equipment Used Page 41
Number of Victims by Position In/On Vehicle and Safety Equipment Used Page 42
Number of Vehicles by Class and Type of Dangerous Goods Carried Page 42
Number of Persons by Position In/On Vehicle and Type of Injury Page 43
All-Terrain Vehicles Page 44 - 45
1991 - 2001 Number of Vehicle Registrations by Vehicle Type Page 46
Statement of Suspensions Page 47- 48


**Motor Vehicle Driver Licensing System**


Yearly Summary by Class by Age Group Page 49
Yearly Summary by Age Group by Sex Page 50
Yearly Summary by Class by Sex Page 51

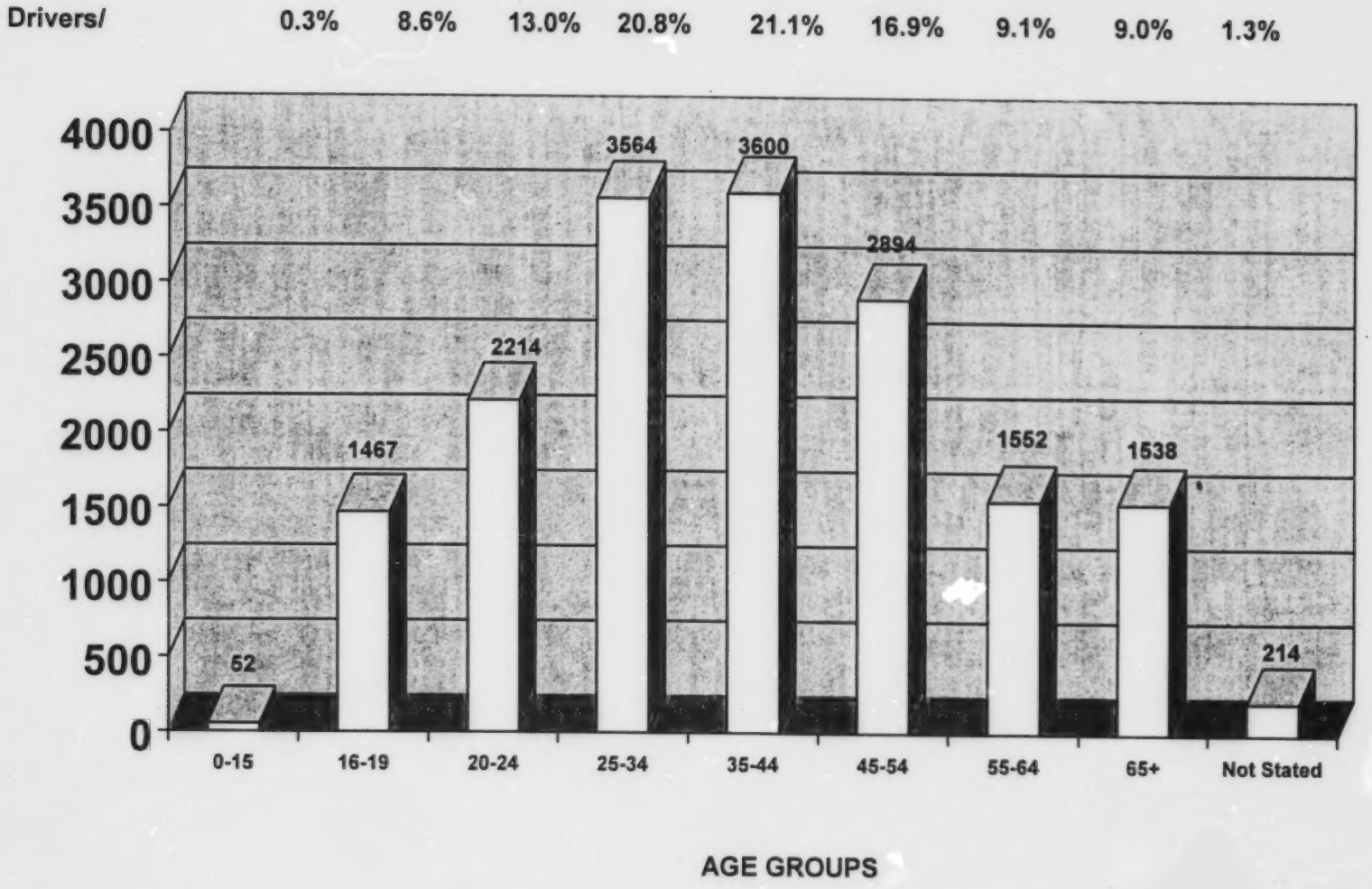
## 2001 FATALITIES CLASSIFICATION



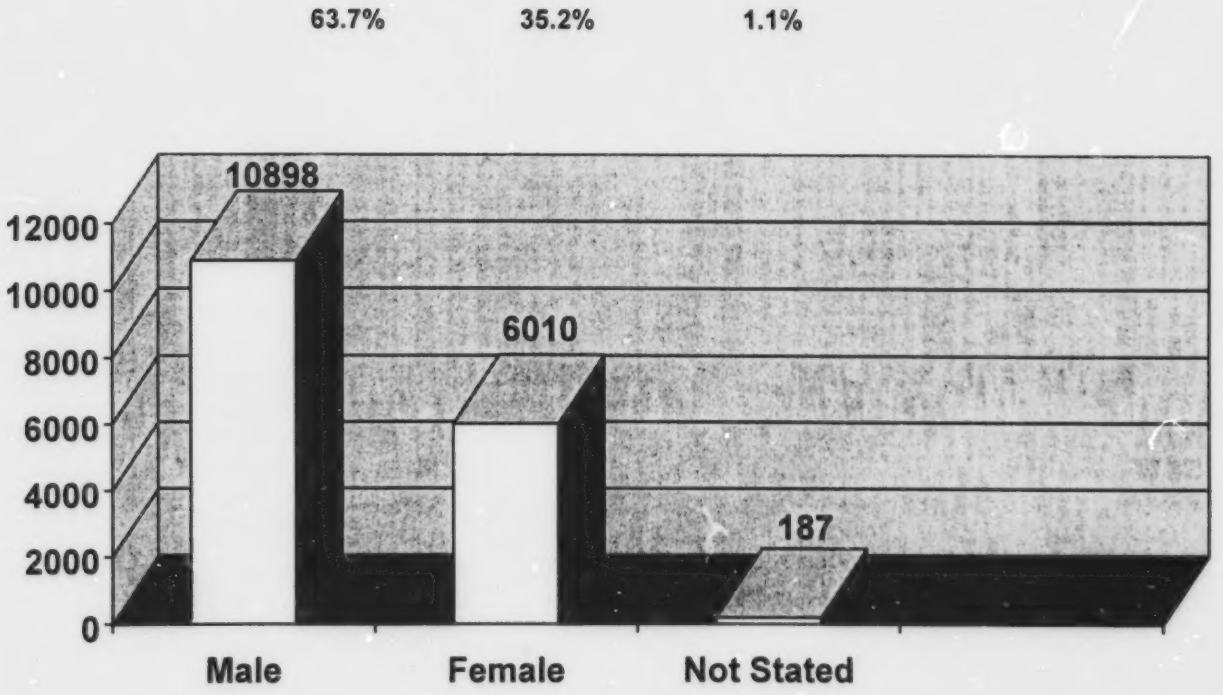
# 2001 ACCIDENTS AND CASUALTIES

| Year | Total Accidents | Fatal Accidents | Victims Killed | Victims Injured | Death Rate/10M Registered Vehicles | Total Motor Vehicles Registered |
|---|---|---|---|---|---|---|
| | | | | | | |
| 1951 | 3,422 | | 107 | 1,134 | | |
| 1952 | 4,320 | | 119 | 1,227 | 13.3 | 89,394 |
| 1953 | 4,932 | 101 | 111 | 1,522 | 11.8 | 93,920 |
| 1954 | 6,512 | 113 | 123 | 1,856 | 12.4 | 99,368 |
| 1955 | 6,169 | 123 | 137 | 1,822 | 12.8 | 107,331 |
| 1956 | 5,689 | 132 | 151 | 2,151 | 13.6 | 111,315 |
| 1957 | 5,642 | 135 | 155 | 2,084 | 13.3 | 116,894 |
| 1958 | 5,695 | 134 | 155 | 2,134 | 12.7 | 121,809 |
| 1959 | 5,896 | 99 | 104 | 2,335 | 8.02 | 129,629 |
| 1960 | 6,633 | 139 | 167 | 2,695 | 11.99 | 138,469 |
| 1961 | 7,356 | 136 | 154 | 2,871 | 10.60 | 145,951 |
| 1962 | 7,446 | 126 | 139 | 3,129 | 9.18 | 151,360 |
| 1963 | 8,596 | 131 | 162 | 3,130 | 10.33 | 156,768 |
| 1964 | 9,215 | 157 | 181 | 3,564 | 10.96 | 165,311 |
| 1965 | 9,732 | 182 | 204 | 3,908 | 11.69 | 174,428 |
| 1966 | 10,133 | 210 | 231 | 4,259 | 12.51 | 184,537 |
| 1967 | 10,918 | 203 | 240 | 4,306 | 11.56 | 191,991 |
| 1968 | 11,005 | 186 | 232 | 3,978 | 11.69 | 198,406 |
| 1969 | 10,799 | 181 | 228 | 3,761 | 11.40 | 199,960 |
| 1970 | 9,659 | 183 | 225 | 3,846 | 11.18 | 201,274 |
| 1971 | 10,546 | 178 | 214 | 3,847 | 9.87 | 216,713 |
| 1972 | 12,488 | 202 | 234 | 4,293 | 9.95 | 235,108 |
| 1973 | 13,189 | 226 | 265 | 4,495 | 10.34 | 256,042 |
| 1974 | 13,769 | 226 | 287 | 4,650 | 10.46 | 274,173 |
| 1975 | 14,766 | 190 | 230 | 4,874 | 7.88 | 291,847 |
| 1976 | 15,154 | 196 | 236 | 4,846 | 7.77 | 303,692 |
| 1977 | 15,861 | 180 | 212 | 4,880 | 6.58 | 322,049 |
| 1978 | 16,673 | 199 | 224 | 5,269 | 6.57 | 340,777 |
| 1979 | 16,852 | 219 | 260 | 5,475 | 7.30 | 356,267 |
| 1980 | 17,120 | 175 | 214 | 5,258 | 5.88 | 364,236 |
| 1981 | 15,974 | 171 | 188 | 5,252 | 4.47 | 419,712 |
| 1982 | 16,002 | 169 | 204 | 5,217 | 4.85 | 420,532 |
| 1983 | 15,205 | 107 | 122 | 5,087 | 2.85 | 428,260 |
| 1984 | 15,767 | 133 | 157 | 5,581 | 4.03 | 446,491 |
| 1985 | 16,515 | 127 | 142 | 5,737 | 3.52 | 461,240 |
| 1986 | 18,277 | 117 | 130 | 4,286 | 3.12 | 416,805 |
| 1987 | 20,233 | 130 | 151 | 6,854 | 3.54 | 426,482 |
| 1988 | 20,764 | 142 | 165 | 7,096 | 3.75 | 436,635 |
| 1989 | 21,624 | 127 | 154 | 7,547 | 3.41 | 451,562 |
| 1990 | 20,788 | 133 | 156 | 7,285 | 3.45 | 451,999 |
| 1991 | 20,090 | 103 | 118 | 6,930 | 2.49 | 469,251 |
| 1992 | 18,340 | 110 | 131 | 6,106 | 2.70 | 483,870 |
| 1993 | 15,784 | 116 | 139 | 5,786 | 2.90 | 478,788 |
| 1994 | 13,574 | 66 | 79 | 5,434 | 1.65 | 479,675 |
| 1995 | 12,347 | 92 | 113 | 5,503 | 2.35 | 480,694 |
| 1996 | 10,600 | 86 | 94 | 4,781 | 1.95 | 479,833 |
| 1997 | 11,040 | 84 | 105 | 5,115 | 2.18 | 481,476 |
| 1998 | 10,425 | 86 | 96 | 5,226 | 1.94 | 495,555 |
| 1999 | 10,746 | 98 | 110 | 5,388 | 2.17 | 506,177 |
| 2000 | 11,121 | 77 | 89 | 5,556 | 1.71 | 520,627 |
| 2001 | 10,407 | 86 | 95 | 5,567 | 1.74 | 545,668 |

## NUMBER OF DRIVERS INVOLVED IN ACCIDENTS BY AGE

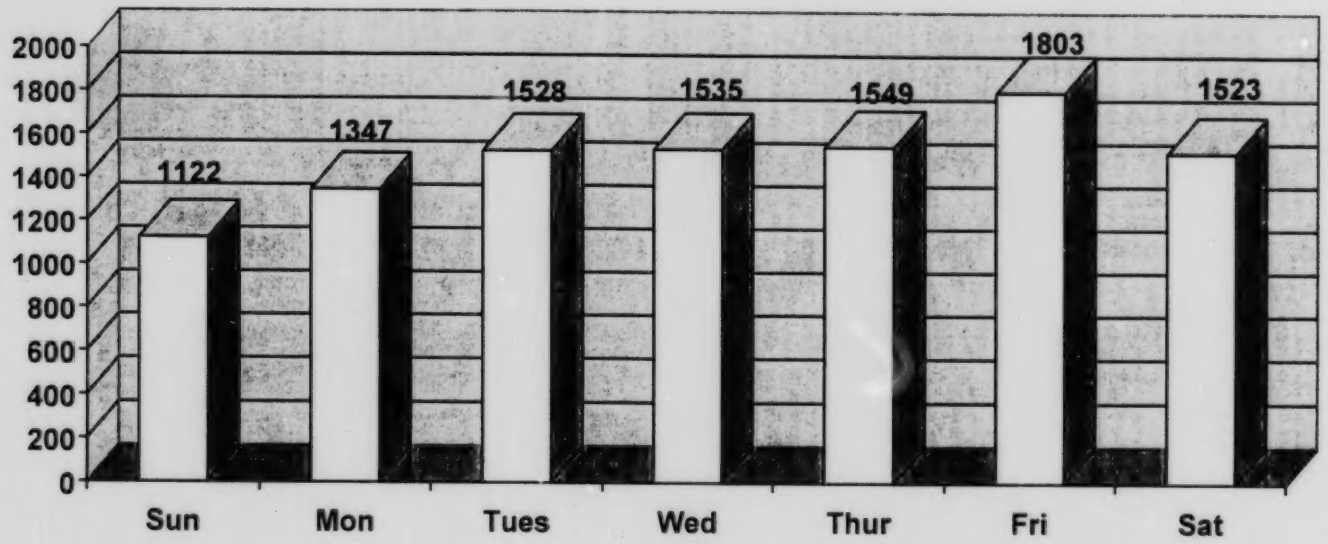


## NUMBER OF DRIVERS INVOLVED IN ACCIDENTS BY SEX



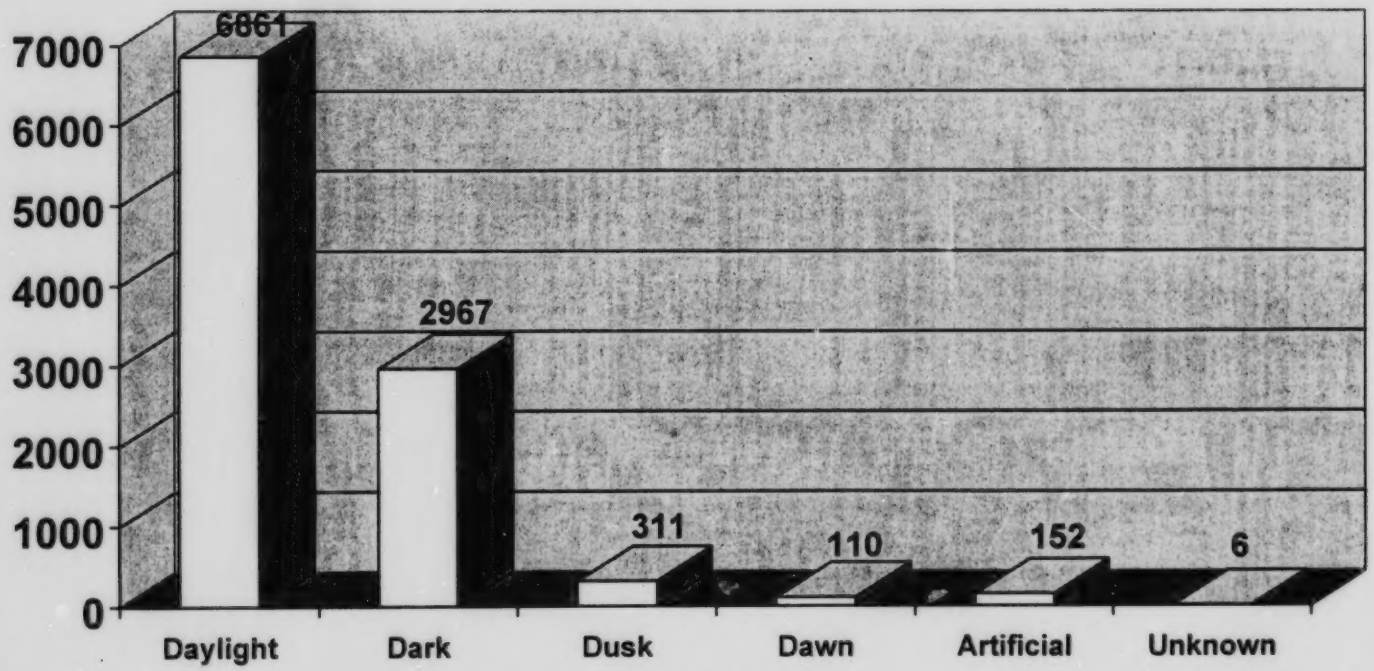
## ACCIDENTS BY DAY OF WEEK

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ACCIDENTS | 10.8% | 12.9% | 14.7% | 14.7% | 14.9% | 17.3% | 14.6% |




DAY

## NUMBER OF ACCIDENTS BY LIGHT CONDITIONS




LIGHT CONDITIONS

## VICTIMS KILLED BY AGE GROUP
## 1996-2001

| Age Group | Killed 1996 | Killed 1997 | Killed 1998 | Killed 1999 | Killed 2000 | Killed 2001 |
|---|---|---|---|---|---|---|
| | | | | | | |
| 0 - 4 | 0 | 4 | 2 | 2 | 0 | 0 |
| 5 - 14 | 3 | 5 | 1 | 7 | 1 | 7 |
| 15 - 19 | 11 | 10 | 12 | 15 | 12 | 13 |
| 20 - 24 | 17 | 17 | 10 | 9 | 12 | 13 |
| 25 - 34 | 12 | 17 | 12 | 27 | 13 | 11 |
| 35 - 44 | 12 | 21 | 20 | 19 | 7 | 16 |
| 45 - 54 | 11 | 14 | 11 | 6 | 12 | 9 |
| 55 - 64 | 9 | 4 | 11 | 6 | 9 | 13 |
| 65 and over | 17 | 13 | 17 | 19 | 23 | 13 |
| Not Stated | 2 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| TOTAL | 94 | 105 | 96 | 110 | 89 | 95 |

## VICTIMS INJURED BY AGE GROUP
## 1996 - 2001

| Age Group | Injured 1996 | Injured 1997 | Injured 1998 | Injured 1999 | Injured 2000 | Injured 2001 |
|---|---|---|---|---|---|---|
| | | | | | | |
| 0 - 4 | 65 | 67 | 68 | 94 | 73 | 82 |
| 5 - 14 | 289 | 315 | 304 | 279 | 284 | 327 |
| 15 - 19 | 719 | 685 | 805 | 810 | 800 | 773 |
| 20 - 24 | 653 | 697 | 689 | 831 | 844 | 741 |
| 25 - 34 | 971 | 1074 | 1063 | 1036 | 1070 | 1081 |
| 35 - 44 | 810 | 849 | 825 | 873 | 927 | 967 |
| 45 - 54 | 534 | 632 | 642 | 644 | 725 | 744 |
| 55 - 64 | 291 | 271 | 319 | 324 | 347 | 369 |
| 65 and over | 364 | 419 | 369 | 386 | 383 | 383 |
| Not Stated | 85 | 106 | 142 | 93 | 103 | 100 |
| | | | | | | |
| TOTAL | 4781 | 5115 | 5226 | 5370 | 5556 | 5567 |

## FATALITIES BY ROAD USERS CLASS
## 1996 - 2001

| Victim Class | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| | | | | | | |
| Drivers | 55 | 53 | 54 | 52 | 44 | 52 |
| Passengers | 17 | 32 | 25 | 27 | 23 | 26 |
| Pedestrians | 14 | 14 | 7 | 14 | 15 | 9 |
| Bicyclists | 1 | 0 | 3 | 4 | 0 | 2 |
| Motorcycle Drivers & Passengers | 3 | 5 | 4 | 11 | 4 | 5 |
| Other ATV's | 4 | 1 | 3 | 2 | 3 | 1 |
| | | | | | | |
| TOTAL | 94 | 105 | 96 | 110 | 89 | 95 |

## NUMBER OF ACCIDENTS BY CLASS AND HOUR OF OCCURRENCE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| 0001 - 0100 | 3 | 70 | 73 | 143 | 216 | 2.1 |
| 0101 - 0200 | 7 | 55 | 62 | 120 | 182 | 1.7 |
| 0201 - 0300 | 3 | 60 | 63 | 126 | 189 | 1.8 |
| 0301 - 0400 | 3 | 49 | 52 | 103 | 155 | 1.5 |
| 0401 - 0500 | 3 | 47 | 50 | 64 | 114 | 1.1 |
| 0501 - 0600 | 2 | 46 | 48 | 74 | 122 | 1.2 |
| 0601 - 0700 | 1 | 52 | 53 | 125 | 178 | 1.7 |
| 0701 - 0800 | 5 | 123 | 128 | 303 | 431 | 4.1 |
| 0801 - 0900 | 3 | 181 | 184 | 368 | 552 | 5.3 |
| 0901 - 1000 | 4 | 113 | 117 | 320 | 437 | 4.2 |
| 1001 - 1100 | 2 | 146 | 148 | 304 | 452 | 4.3 |
| 1101 - 1200 | 6 | 198 | 204 | 321 | 525 | 5.0 |
| 1201 - 1300 | 3 | 220 | 223 | 413 | 636 | 6.1 |
| 1301 - 1400 | 0 | 243 | 243 | 398 | 641 | 6.2 |
| 1401 - 1500 | 4 | 256 | 260 | 379 | 639 | 6.1 |
| 1501 - 1600 | 4 | 271 | 275 | 462 | 737 | 7.1 |
| 1601 - 1700 | 1 | 318 | 319 | 446 | 765 | 7.4 |
| 1701 - 1800 | 3 | 277 | 280 | 490 | 770 | 7.4 |
| 1801 - 1900 | 2 | 211 | 213 | 397 | 610 | 5.9 |
| 1901 - 2000 | 8 | 172 | 180 | 331 | 511 | 4.9 |
| 2001 - 2100 | 4 | 139 | 143 | 227 | 370 | 3.6 |
| 2101 - 2200 | 4 | 133 | 137 | 294 | 431 | 4.1 |
| 2201 - 2300 | 3 | 121 | 124 | 246 | 370 | 3.6 |
| 2301 2400 | 6 | 88 | 94 | 156 | 250 | 2.4 |
| NOT STATED | 2 | 44 | 46 | 78 | 124 | 1.2 |
| | | | | | | |
| TOTAL | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND DAY OF OCCURRENCE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Sunday | 14 | 442 | 456 | 666 | 1122 | 10.8 |
| Monday | 7 | 471 | 478 | 869 | 1347 | 12.9 |
| Tuesday | 9 | 525 | 534 | 994 | 1528 | 14.7 |
| Wednesday | 11 | 510 | 521 | 1014 | 1535 | 14.7 |
| Thursday | 17 | 548 | 565 | 984 | 1549 | 14.9 |
| Friday | 14 | 611 | 625 | 1178 | 1803 | 17.3 |
| Saturday | 14 | 526 | 540 | 983 | 1523 | 14.6 |
| TOTAL | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND MONTH OF OCCURRENCE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| January | 3 | 342 | 345 | 692 | 1037 | 10.0 |
| February | 1 | 255 | 256 | 641 | 897 | 8.6 |
| March | 5 | 271 | 276 | 576 | 852 | 8.2 |
| April | 9 | 200 | 209 | 474 | 683 | 6.6 |
| May | 7 | 295 | 302 | 385 | 687 | 6.6 |
| June | 5 | 311 | 316 | 478 | 794 | 7.6 |
| July | 10 | 327 | 337 | 503 | 840 | 8.1 |
| August | 7 | 352 | 359 | 540 | 899 | 8.6 |
| September | 3 | 287 | 290 | 480 | 770 | 7.4 |
| October | 8 | 309 | 317 | 525 | 842 | 8.1 |
| November | 14 | 295 | 309 | 668 | 977 | 9.4 |
| December | 14 | 389 | 403 | 726 | 1129 | 10.8 |
| TOTAL | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND LIGHT CONDITIONS

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Daylight | 37 | 2454 | 2491 | 4370 | 6861 | 65.9 |
| Dark | 44 | 974 | 1018 | 1949 | 2967 | 28.5 |
| Dusk | 3 | 100 | 103 | 208 | 311 | 3.0 |
| Dawn | 1 | 41 | 42 | 68 | 110 | 1.1 |
| Artificial Light | 0 | 64 | 64 | 88 | 152 | 1.5 |
| Unknown | 1 | 0 | 1 | 5 | 6 | 0.1 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND ROAD SURFACE CONDITION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Dry | 53 | 2416 | 2469 | 4080 | 6549 | 62.9 |
| Snow | 3 | 299 | 302 | 846 | 1148 | 11.0 |
| Ice | 8 | 209 | 217 | 365 | 582 | 5.6 |
| Wet | 16 | 542 | 558 | 1083 | 1641 | 15.8 |
| Muddy | 0 | 5 | 5 | 11 | 16 | 0.2 |
| Loose Gravel or Sand | | 38 | 40 | 41 | 81 | 0.8 |
| Slush | 4 | 108 | 112 | 241 | 353 | 3.4 |
| Fresh Oil | 0 | 2 | 2 | 0 | 2 | 0.0 |
| Unknown | 0 | 14 | 14 | 20 | 34 | 0.3 |
| Other | 0 | 0 | 0 | 1 | 1 | 0.0 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND ROAD SURFACE TYPE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Asphalt | 70 | 3372 | 3442 | 6196 | 9638 | 92.6 |
| Gravel | 2 | 45 | 47 | 96 | 143 | 1.4 |
| Dirt/Earth | 1 | 32 | 33 | 59 | 92 | 0.9 |
| Concrete | 0 | 11 | 11 | 22 | 33 | 0.3 |
| Chip Seal | 13 | 169 | 182 | 307 | 489 | 4.7 |
| Unknown | 0 | 3 | 3 | 4 | 7 | 0.1 |
| Other | 0 | 1 | 1 | 4 | 5 | 0.0 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND WEATHER CONDITION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Clear | 53 | 2217 | 2270 | 3806 | 6076 | 58.4 |
| Cloudy | 16 | 781 | 797 | 1473 | 2270 | 21.8 |
| Raining | 7 | 232 | 239 | 418 | 657 | 6.3 |
| Snowing | 3 | 257 | 260 | 683 | 943 | 9.1 |
| Sleet/Hail/Freezing Rain | 3 | 45 | 48 | 98 | 146 | 1.4 |
| Fog/Smoke/Smog | 3 | 41 | 44 | 83 | 127 | 1.2 |
| Drifting Snow/Dust | 0 | 23 | 23 | 49 | 72 | 0.7 |
| Strong Wind | 1 | 7 | 8 | 18 | 26 | 0.2 |
| Unknown | 0 | 30 | 30 | 60 | 90 | 0.9 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND PLACE OF OCCURRENCE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Urban | 24 | 2262 | 2286 | 4077 | 6363 | 61.1 |
| Rural | 62 | 1371 | 1433 | 2611 | 4044 | 38.9 |
| | | | | | | |
| TOTAL | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

**NOTE: URBAN INCLUDES ALL INCORPORATED CITIES, TOWNS AND VILLAGES.**

## NUMBER OF ACCIDENTS BY CLASS AND COUNTY

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Albert | 1 | 79 | 80 | 149 | 229 | 2.2 |
| Carleton | 7 | 122 | 129 | 282 | 411 | 3.9 |
| Charlotte | 4 | 84 | 88 | 268 | 356 | 3.4 |
| Gloucester | 12 | 495 | 507 | 560 | 1067 | 10.3 |
| Kent | 4 | 128 | 132 | 241 | 373 | 3.6 |
| Kings | 4 | 227 | 231 | 546 | 777 | 7.5 |
| Madawaska | 9 | 190 | 199 | 334 | 533 | 5.1 |
| Northumberland | 6 | 268 | 274 | 435 | 709 | 6.8 |
| Queens | 2 | 59 | 61 | 152 | 213 | 2.0 |
| Restigouche | 6 | 118 | 124 | 234 | 358 | 3.4 |
| Saint John | 4 | 444 | 448 | 733 | 1181 | 11.3 |
| Sunbury | 3 | 89 | 92 | 171 | 263 | 2.5 |
| Victoria | 5 | 107 | 112 | 242 | 354 | 3.4 |
| Westmorland | 11 | 802 | 813 | 1533 | 2346 | 22.5 |
| York | 8 | 421 | 429 | 808 | 1237 | 11.9 |
| | | | | | | |
| TOTAL | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND CITY

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Bathurst | 3 | 118 | 121 | 106 | 227 | 5.5 |
| Campbelltor | 1 | 16 | 17 | 67 | 84 | 2.1 |
| Edmundston | 1 | 93 | 94 | 139 | 233 | 5.8 |
| Fredericton | 3 | 291 | 294 | 500 | 794 | 19.7 |
| Miramichi | 3 | 113 | 116 | 174 | 290 | 7.2 |
| Moncton | 4 | 437 | 441 | 845 | 1286 | 31.9 |
| Saint John | 2 | 424 | 426 | 691 | 1117 | 27.7 |
| | | | | | | |
| **TOTAL** | 17 | 1492 | 1509 | 2522 | 4031 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND TOWN

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Beresford | 0 | 26 | 26 | 26 | 52 | 3.0 |
| Buctouche | 0 | 5 | 5 | 21 | 26 | 1.5 |
| Caraquet | 0 | 37 | 37 | 43 | 80 | 4.6 |
| Dalhousie | 0 | 9 | 9 | 22 | 31 | 1.8 |
| Dieppe | 0 | 93 | 93 | 208 | 301 | 17.5 |
| Grand Bay/Westfield | 0 | 10 | 10 | 23 | 33 | 1.9 |
| Grand Falls | 0 | 36 | 36 | 68 | 104 | 6.0 |
| Hampton | 0 | 18 | 18 | 34 | 52 | 3.0 |
| Hartland | 0 | 2 | 2 | 9 | 11 | 0.6 |
| Lameque | 0 | 3 | 3 | 3 | 6 | 0.3 |
| Nackawic | 0 | 2 | 2 | 8 | 10 | 0.6 |
| Oromocto | 0 | 22 | 22 | 55 | 77 | 4.5 |
| Quispamsis | 0 | 35 | 35 | 71 | 106 | 6.2 |
| Richibucto | 0 | 5 | 5 | 13 | 18 | 1.0 |
| Riverview | 0 | 54 | 54 | 85 | 139 | 8.1 |
| Rothesay | 0 | 50 | 50 | 90 | 140 | 8.1 |
| Sackville | 0 | 14 | 14 | 14 | 28 | 1.6 |
| Saint -Léonard | 0 | 4 | 4 | 10 | 14 | 0.8 |
| Saint-Quentin | 0 | 9 | 9 | 23 | 32 | 1.9 |
| Shediac | 0 | 19 | 19 | 51 | 70 | 4.1 |
| Shippagan | 0 | 16 | 16 | 38 | 54 | 3.1 |
| St. Andrews | 0 | 1 | 1 | 15 | 16 | 0.9 |
| St. George | 0 | 8 | 8 | 11 | 19 | 1.1 |
| St. Stephen | 0 | 9 | 9 | 27 | 36 | 2.1 |
| Sussex | 1 | 19 | 20 | 57 | 77 | 4.5 |
| Tracadie-Sheila | 0 | 54 | 54 | 68 | 122 | 7.1 |
| Woodstock | 1 | 22 | 23 | 44 | 67 | 3.9 |
| | | | | | | |
| **TOTAL** | 2 | 582 | 584 | 1137 | 1721 | 100.0 |

# NUMBER OF ACCIDENTS BY CLASS AND VILLAGE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Alma | 0 | 3 | 3 | 1 | 4 | 0.7 |
| Atholville | 1 | 3 | 4 | 13 | 17 | 2.8 |
| Baker Brook | 0 | 2 | 2 | 0 | 2 | 0.3 |
| Balmoral | 0 | 4 | 4 | 2 | 6 | 1.0 |
| Bas-Caraquet | 1 | 2 | 3 | 6 | 9 | 1.5 |
| Bath | 0 | 1 | 1 | 7 | 8 | 1.3 |
| Belledune | 0 | 8 | 8 | 9 | 17 | 2.8 |
| Bertrand | 0 | 1 | 1 | 11 | 12 | 2.0 |
| Blacks Harbour | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Blackville | 0 | 5 | 5 | 9 | 14 | 2.3 |
| Bristol | 0 | 1 | 1 | 5 | 6 | 1.0 |
| Cambridge Narrows | 0 | 1 | 1 | 3 | 4 | 0.7 |
| Cap Pelé | 0 | 9 | 9 | 6 | 15 | 2.5 |
| Centreville | 0 | 0 | 0 | 6 | 6 | 1.0 |
| Charlo | 0 | 4 | 4 | 5 | 9 | 1.5 |
| Chipman | 0 | 2 | 2 | 7 | 9 | 1.5 |
| Clair | 0 | 2 | 2 | 7 | 9 | 1.5 |
| Doaktown | 0 | 2 | 2 | 6 | 8 | 1.3 |
| Dorchester | 0 | 4 | 4 | 4 | 8 | 1.3 |
| Drummond | 0 | 1 | 1 | 3 | 4 | 0.7 |
| Eel River Crossing | 0 | 3 | 3 | 3 | 6 | 1.0 |
| Florenceville | 0 | 4 | 4 | 25 | 29 | 4.7 |
| Fredericton Junction | 0 | 0 | 0 | 1 | 1 | 0.2 |
| Gagetown | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Grand Manan | 2 | 7 | 9 | 25 | 34 | 5.6 |
| Grande-Anse | 1 | 4 | 5 | 4 | 9 | 1.5 |
| Hillsborough | 0 | 2 | 2 | 5 | 7 | 1.1 |
| Kedgwick | 0 | 1 | 1 | 7 | 8 | 1.3 |
| Lac-Baker | 0 | 0 | 0 | 2 | 2 | 0.3 |
| Le Goulet | 0 | 1 | 1 | 4 | 5 | 0.8 |
| Maisonnette | 0 | 2 | 2 | 2 | 4 | 0.7 |
| McAdam | 0 | 4 | 4 | 6 | 10 | 1.6 |
| Meductic | 0 | 1 | 1 | 0 | 1 | 0.2 |
| Memramcook | 0 | 12 | 12 | 22 | 34 | 5.6 |
| Millville | 0 | 1 | 1 | 1 | 2 | 0.3 |
| Minto | 0 | 4 | 4 | 9 | 13 | 2.1 |
| Neguac | 0 | 4 | 4 | 8 | 12 | 2.0 |
| New Maryland | 0 | 4 | 4 | 12 | 16 | 2.6 |
| Nigadoo | 0 | 3 | 3 | 5 | 8 | 1.3 |
| Norton | 0 | 2 | 2 | 6 | 8 | 1.3 |
| Pacquetville | 0 | 8 | 8 | 4 | 12 | 2.0 |
| Perth-Andover | 0 | 7 | 7 | 23 | 30 | 4.9 |
| Petit Rocher | 0 | 6 | 6 | 8 | 14 | 2.3 |
| Petitcodiac | 0 | 4 | 4 | 8 | 12 | 2.00 |

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Plaster Rock | 0 | 3 | 3 | 11 | 14 | 2.3 |
| Pointe-Verte | 0 | 2 | 2 | 1 | 3 | 0.5 |
| Port Elgin | 0 | 2 | 2 | 5 | 7 | 1.1 |
| Rexton | 0 | 5 | 5 | 9 | 14 | 2.3 |
| Riverside-Albert | 0 | 1 | 1 | 2 | 3 | 0.5 |
| Rivière-Verte | 0 | 3 | 3 | 3 | 6 | 1.0 |
| Rogersville | 0 | 4 | 4 | 11 | 15 | 2.5 |
| Saint-André (Mad.) | 0 | 1 | 1 | 2 | 3 | 0.5 |
| Saint-Antoine | 0 | 4 | 4 | 13 | 17 | 2.8 |
| Saint-François de Madawaska | 0 | 1 | 1 | 1 | 2 | 0.3 |
| Saint-Hilaire | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Saint-Léolin | 0 | 1 | 1 | 1 | 2 | 0.3 |
| Saint-Louis-de-Kent | 0 | 4 | 4 | 10 | 14 | 2.3 |
| Sainte-Anne-de-Madawaska | 0 | 1 | 1 | 9 | 10 | 1.6 |
| Sainte-Marie-Saint-Raphael (Gloucester) | 0 | 1 | 1 | 0 | 1 | 0.2 |
| Salisbury | 0 | 5 | 5 | 14 | 19 | 3.1 |
| St. Isidore | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Stanley | 0 | 0 | 0 | 4 | 4 | 0.7 |
| Sussex Corner | 0 | 0 | 0 | 6 | 6 | 1.0 |
| Tide Head | 0 | 1 | 1 | 3 | 4 | 0.7 |
| Tracy | 0 | 2 | 2 | 1 | 3 | 0.5 |
| **TOTAL** | 5 | 188 | 193 | 418 | 611 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND POLICE JURISDICTION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Municipal Police | 13 | 1252 | 1265 | 1928 | 3193 | 30.7 |
| R.C.M.P. | 73 | 2381 | 2454 | 4758 | 7212 | 69.3 |
| Other or Not Stated | 0 | 0 | 0 | 2 | 2 | 0.0 |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND ACCIDENT CONFIGURATION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| On the Road | 12 | 376 | 388 | 1381 | 1769 | 17.0 |
| Left Ditch | 18 | 460 | 478 | 662 | 1140 | 11.0 |
| Right Ditch | 21 | 541 | 562 | 784 | 1346 | 12.9 |
| Rear End | 1 | 916 | 917 | 1168 | 2085 | 20.0 |
| Right Angle | 11 | 702 | 713 | 1417 | 2130 | 20.5 |
| Sideswipe (Same Direction) | 0 | 33 | 33 | 106 | 139 | 1.3 |
| Sideswipe (Opposing Direction) | 2 | 79 | 81 | 157 | 238 | 2.3 |
| Head On | 12 | 107 | 119 | 145 | 264 | 2.5 |
| Left Turn (Head On) | 5 | 255 | 260 | 385 | 645 | 6.2 |
| Passing (Left Turn) | 3 | 93 | 96 | 228 | 324 | 3.1 |
| Passing (Right Turn) | 1 | 47 | 48 | 166 | 214 | 2.1 |
| Other | 0 | 15 | 15 | 70 | 85 | 0.8 |
| Unknown | 0 | 9 | 9 | 19 | 28 | 0.3 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF ACCIDENTS BY CLASS AND LEGAL SPEED LIMIT (KM/H)

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| 110 | 5 | 109 | 114 | 335 | 449 | 4.3 |
| 100 | 9 | 175 | 184 | 373 | 557 | 5.4 |
| 90 | 10 | 203 | 213 | 391 | 604 | 5.8 |
| 80 | 34 | 668 | 702 | 1195 | 1897 | 18.2 |
| 70 | 6 | 251 | 257 | 370 | 627 | 6.0 |
| 60 | 6 | 330 | 336 | 464 | 800 | 7.7 |
| 50 | 15 | 1645 | 1660 | 3042 | 4702 | 45.2 |
| Others | 1 | 252 | 253 | 518 | 771 | 7.4 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NUMBER OF VICTIMS KILLED BY ROAD USER CLASS AND AGE GROUPS

| | 00 - 04 | 05 - 14 | 15 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | Over 65 | Not Stated | Total | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Motor Vehicle Driver | 0 | 0 | 6 | 7 | 7 | 12 | 7 | 8 | 5 | 0 | 52 | 54.7 |
| Motor Vehicle Passenger | 0 | 7 | 4 | 4 | 2 | 2 | 1 | 3 | 3 | 0 | 26 | 27.4 |
| Pedestrian | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 9 | 9.5 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2.1 |
| Motorcycles (includes passengers) | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 5 | 5.3 |
| Other | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.1 |
| **TOTAL** | 0 | 7 | 13 | 13 | 11 | 16 | 9 | 13 | 13 | 0 | 95 | 100.0 |

## NUMBER OF VICTIMS INJURED BY ROAD USER CLASS AND AGE GROUPS

| | 00 - 04 | 05 - 14 | 15 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | Over 65 | Not Stated | Total | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Motor Vehicle Driver | 0 | 1 | 346 | 402 | 730 | 734 | 540 | 256 | 220 | 1 | 3230 | 58.0 |
| Motor Vehicle Passenger | 77 | 248 | 347 | 281 | 270 | 168 | 159 | 91 | 133 | 87 | 1861 | 33.4 |
| Pedestrian | 3 | 37 | 25 | 10 | 21 | 21 | 16 | 14 | 23 | 5 | 175 | 3.1 |
| Bicycles | 2 | 32 | 19 | 9 | 13 | 7 | 2 | 0 | 1 | 0 | 85 | 1.5 |
| Motorcycles (includes passengers) | 0 | 1 | 21 | 30 | 39 | 32 | 22 | 7 | 1 | 3 | 156 | 2.8 |
| Other | 0 | 8 | 15 | 8 | 8 | 5 | 5 | 1 | 5 | 4 | 59 | 1.1 |
| Not Stated | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.0 |
| **TOTAL** | 82 | 327 | 773 | 741 | 1081 | 967 | 744 | 369 | 383 | 100 | 5567 | 100.0 |

## NUMBER OF VICTIMS KILLED AND INJURED BY ROAD USER CLASS AND SEX

| | VICTIMS KILLED | | | | VICTIMS INJURED | | | |
|---|---|---|---|---|---|---|---|---|
| | MALE | FEMALE | UNKNOWN | TOTAL | MALE | FEMALE | UNKNOWN | TOTAL |
| | | | | | | | | |
| Motor Vehicle Driver | 41 | 11 | 0 | 52 | 1671 | 1558 | 1 | 3230 |
| Motor Vehicle Passenger | 12 | 14 | 0 | 26 | 733 | 1116 | 12 | 1861 |
| Pedestrian | 7 | 2 | 0 | 9 | 80 | 94 | 1 | 175 |
| Bicycle | 1 | 1 | 0 | 2 | 68 | 17 | 0 | 85 |
| Motorcycles (includes passengers) | 5 | 0 | 0 | 5 | 131 | 24 | 1 | 156 |
| Other | 1 | 0 | 0 | 1 | 41 | 15 | 3 | 59 |
| Not Stated | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | | | | | | | | |
| **TOTAL** | 67 | 28 | 0 | 95 | 2725 | 2824 | 18 | 5567 |

## NUMBER OF VICTIMS BY MONTH OF OCCURRENCE

| | KILLED | INJURED | TOTAL | PERCENT |
|---|---|---|---|---|
| | | | | |
| January | 3 | 510 | 513 | 9.1 |
| February | 1 | 355 | 356 | 6.3 |
| March | 5 | 429 | 434 | 7.7 |
| April | 12 | 358 | 370 | 6.5 |
| May | 7 | 419 | 426 | 7.5 |
| June | 7 | 457 | 464 | 8.2 |
| July | 11 | 520 | 531 | 9.4 |
| August | 7 | 545 | 552 | 9.7 |
| September | 3 | 449 | 452 | 8.0 |
| October | 8 | 492 | 500 | 8.8 |
| November | 16 | 447 | 463 | 8.2 |
| December | 15 | 586 | 601 | 10.6 |
| | | | | |
| **TOTAL** | 95 | 5567 | 5662 | 100.0 |

## NUMBER OF VICTIMS BY PLACE OF OCCURRENCE

| | KILLED | INJURED | TOTAL | PERCENT |
|---|---|---|---|---|
| | | | | |
| Urban | 29 | 3345 | 3374 | 59.6 |
| Rural | 66 | 2222 | 2288 | 40.4 |
| | | | | |
| **TOTAL** | 95 | 5567 | 5662 | 100.0 |

**NOTE: URBAN INCLUDES ALL INCORPORATED CITIES, TOWNS AND VILAGES.**

## NUMBER OF VICTIMS BY VICTIM AGE AND SEX

| | VICTIMS KILLED | | | | VICTIMS INJURED | | | |
|---|---|---|---|---|---|---|---|---|
| | MALE | FEMALE | UNKNOWN | TOTAL | MALE | FEMALE | UNKNOWN | TOTAL |
| | | | | | | | | |
| 00 - 04 Years | 0 | 0 | 0 | 0 | 46 | 36 | 0 | 82 |
| 05 - 14 Years | 2 | 5 | 0 | 7 | 178 | 149 | 0 | 327 |
| 15 - 19 Years | 10 | 3 | 0 | 13 | 387 | 386 | 0 | 773 |
| 20 - 24 Years | 9 | 4 | 0 | 13 | 420 | 321 | 0 | 741 |
| 25 - 34 Years | 11 | 0 | 0 | 11 | 539 | 542 | 0 | 1081 |
| 35 - 44 Years | 14 | 2 | 0 | 16 | 443 | 524 | 0 | 967 |
| 45 - 54 Years | 6 | 3 | 0 | 9 | 345 | 399 | 0 | 744 |
| 55 - 64 Years | 8 | 5 | 0 | 13 | 174 | 195 | 0 | 369 |
| Over 65 Years | 7 | 6 | 0 | 13 | 173 | 210 | 0 | 383 |
| Not Stated | 0 | 0 | 0 | 0 | 20 | 62 | 18 | 100 |
| | | | | | | | | |
| **TOTAL** | 67 | 28 | 0 | 95 | 2725 | 2824 | 18 | 5567 |

## NUMBER OF VEHICLES BY TYPE AND CLASS OF ACCIDENT

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Passenger Car | 73 | 4035 | 4108 | 6980 | 11088 | 63.4 |
| Pickup Trucks Under 4500 kg | 21 | 913 | 934 | 1909 | 2843 | 16.3 |
| Panel/Cargo Van Under 4500 kg | 4 | 77 | 81 | 173 | 254 | 1.5 |
| Trucks 4500 kg and Over | 0 | 49 | 49 | 166 | 215 | 1.2 |
| Truck Tractor (bobtail) | 0 | 9 | 9 | 20 | 29 | 0.2 |
| Motorcycle | 5 | 142 | 147 | 23 | 170 | 1.0 |
| Motor Drive Cycle | 0 | 8 | 8 | 3 | 11 | 0.1 |
| Bicycle | 2 | 87 | 89 | 0 | 89 | 0.5 |
| Transit Bus | 0 | 3 | 3 | 7 | 10 | 0.1 |
| Inter-City Bus | 0 | 2 | 2 | 4 | 6 | 0.0 |
| School Bus | 0 | 14 | 14 | 33 | 47 | 0.3 |
| Ambulance/Police/Fire | 2 | 18 | 20 | 23 | 43 | 0.2 |
| Motorhome | 0 | 8 | 8 | 14 | 22 | 0.1 |
| Motorized Snow Vehicle | 1 | 6 | 7 | 4 | 11 | 0.1 |
| Construction & Maintenance Equipment | 0 | 9 | 9 | 42 | 51 | 0.3 |
| Farm Equipment | 0 | 6 | 6 | 15 | 21 | 0.1 |
| Off Highway Vehicle | 0 | 21 | 21 | 9 | 30 | 0.2 |
| Multi Purpose Vehicle/Passenger Van | 12 | 708 | 720 | 1364 | 2084 | 11.9 |
| Truck Tractor with Towed Unit | 10 | 97 | 107 | 290 | 397 | 2.3 |
| Unknown | 0 | 8 | 8 | 44 | 52 | 0.3 |
| Other | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Other Bus | 1 | 1 | 2 | 3 | 5 | 0.0 |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

## NUMBER OF VEHICLES BY CLASS AND VEHICLE CONDITION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| No Apparent Defect | 126 | 6018 | 6144 | 10776 | 16920 | 96.8 |
| Defective Brakes | 2 | 31 | 33 | 30 | 63 | 0.4 |
| Vision Obstruction/Obscured | 1 | 83 | 84 | 176 | 260 | 1.5 |
| Defective Steering | 0 | 6 | 6 | 7 | 13 | 0.1 |
| Suspension/Wheel Failure | 0 | 6 | 6 | 21 | 27 | 0.2 |
| Defective Tires | 2 | 27 | 29 | 31 | 60 | 0.3 |
| Defective Tow Hitch/Connection | 0 | 6 | 6 | 11 | 17 | 0.1 |
| Engine/Power Train | 0 | 8 | 8 | 29 | 37 | 0.2 |
| Hood/Door Opening | 0 | 1 | 1 | 2 | 3 | 0.0 |
| Vehicle Color/Dirty/Snow Covered | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Jacknife/Trailer Swing | 0 | 8 | 8 | 23 | 31 | 0.2 |
| Vehicle Modifications | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Load Shift | 0 | 14 | 14 | 10 | 24 | 0.1 |
| Over Dimensioned Vehicle | 0 | 0 | 0 | 8 | 8 | 0.0 |
| Defective Headlights | 0 | 8 | 8 | 0 | 8 | 0.0 |
| Defective Rearlights | 0 | 4 | 4 | 1 | 5 | 0.0 |
| | | | | | | |
| TOTAL | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

NOTE : ASSUMING "NO APPARENT" IF NO SPECIFIC VEHICLE CONDITON REPORTED/SI AUCUNE DÉFECTUOSITÉ PARTICULIÈRE N'EST

## NUMBER OF VEHICLES BY CLASS OF ACCIDENT AND PRE-COLLISION VEHICLE ACTION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Going Straight Ahead | 106 | 3857 | 3963 | 6485 | 10448 | 59.8 |
| Turning Right | 0 | 159 | 159 | 411 | 570 | 3.3 |
| Turning Left | 12 | 632 | 644 | 1175 | 1819 | 10.4 |
| Making U-Turn | 1 | 20 | 21 | 27 | 48 | 0.3 |
| Starting from Parked Position | 1 | 60 | 61 | 195 | 256 | 1.5 |
| Entering Parked Position | 0 | 3 | 3 | 17 | 20 | 0.1 |
| Starting in Traffic | 1 | 185 | 186 | 264 | 450 | 2.6 |
| Slowing or Stopping | 0 | 347 | 347 | 528 | 875 | 5.0 |
| Stopped in Traffic | 3 | 637 | 640 | 835 | 1475 | 8.4 |
| Parked Legally | 1 | 42 | 43 | 296 | 339 | 1.9 |
| Parked Illegally | 0 | 18 | 18 | 28 | 46 | 0.3 |
| Changing Lanes | 0 | 42 | 42 | 155 | 197 | 1.1 |
| Overtaking | 6 | 129 | 135 | 233 | 368 | 2.1 |
| Merging | 0 | 25 | 25 | 41 | 66 | 0.4 |
| Backing | 0 | 61 | 61 | 397 | 458 | 2.6 |
| Unknown | 0 | 2 | 2 | 37 | 39 | 0.2 |
| Other | 0 | 3 | 3 | 3 | 6 | 0.0 |
| | | | | | | |
| TOTAL | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

**NOTE: THIS REPORT MAY CONTAIN DATA ON BICYCLES.**

# NUMBER OF VEHICLES BY CLASS OF ACCIDENT AND TOWED VEHICLE

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Tent Trailer | 0 | 18 | 18 | 14 | 32 | 0.2 |
| Travel Trailer | 0 | 7 | 7 | 18 | 25 | 0.1 |
| Boat Trailer | 0 | 1 | 1 | 4 | 5 | 0.0 |
| Utility Trailer | 2 | 24 | 26 | 55 | 81 | 0.5 |
| Towed Motor Vehicle | 0 | 4 | 4 | 7 | 11 | 0.1 |
| Low/High Bed (semi) | 0 | 13 | 13 | 28 | 41 | 0.2 |
| Single Trailer (semi) | 8 | 75 | 83 | 229 | 312 | 1.8 |
| Double Trailer (semi) | 1 | 5 | 6 | 8 | 14 | 0.1 |
| Petroleum or Other Tanker (semi) | 1 | 2 | 3 | 10 | 13 | 0.1 |
| Over-Dimensioned Vehicle no Pilot Vehicle | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Over-Dimensioned Vehicle with Pilot Vehicle | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Not Applicable | 119 | 6063 | 6182 | 10703 | 16885 | 96.6 |
| Unknown | 0 | 6 | 6 | 39 | 45 | 0.3 |
| Other | 0 | 1 | 1 | 0 | 1 | 0.0 |
| Farm Equipment | 0 | 3 | 3 | 10 | 13 | 0.1 |
| | | | | | | |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

**NOTE: THIS REPORT MAY CONTAIN DATA ON BICYCLES.**

## NUMBER OF VEHICLES BY VEHICLE YEAR AND ACCIDENT SEVERITY

| | (1) FATAL | (2) PERSONAL INJURYS | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| 2002 Model | 0 | 26 | 26 | 65 | 91 | 0.5 |
| 2001 Model | 10 | 324 | 334 | 640 | 974 | 5.6 |
| 2000 Model | 5 | 490 | 495 | 1027 | 1522 | 8.7 |
| 1999 Model | 10 | 430 | 440 | 903 | 1343 | 7.7 |
| 1998 Model | 11 | 454 | 465 | 884 | 1349 | 7.7 |
| 1997 Model | 10 | 397 | 407 | 789 | 1196 | 6.8 |
| 1996 Model | 8 | 337 | 345 | 606 | 951 | 5.4 |
| 1995 Model | 9 | 406 | 415 | 766 | 1181 | 6.8 |
| 1994 Model | 9 | 376 | 385 | 707 | 1092 | 6.2 |
| 1993 Model | 5 | 373 | 378 | 679 | 1057 | 6.0 |
| 1992 Model | 6 | 430 | 436 | 757 | 1193 | 6.8 |
| 1991 Model & Older | 45 | 2022 | 2067 | 3158 | 5225 | 29.9 |
| Other or Not Stated | 3 | 157 | 160 | 146 | 306 | 1.8 |
| | | | | | | |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

## NUMBER OF VEHICLES BY INSURANCE AND JURISDICTION

| | N.B. | OTHER | NOT STATED | TOTAL | PERCENT |
|---|---|---|---|---|---|
| | | | | | |
| Insured | 16196 | 800 | 19 | 17015 | 97.3 |
| Not Insured | 175 | 16 | 5 | 196 | 1.1 |
| Not Stated | 44 | 131 | 94 | 269 | 1.5 |
| | | | | | |
| **TOTAL** | 16415 | 947 | 118 | 17480 | 100.0 |

**NOTE: THIS REPORT MAY CONTAIN DATA ON BICYCLES.**

## NUMBER OF DRIVERS BY SEX AND CLASS OF ACCIDENT

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Male | 104 | 3795 | 3899 | 6999 | 10898 | 63.7 |
| Female | 26 | 2315 | 2341 | 3669 | 6010 | 35.2 |
| Unknown or Not Stated | 0 | 52 | 52 | 135 | 187 | 1.1 |
| | | | | | | |
| TOTAL | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

**NOTE: THIS REPORT MAY CONTAIN DATA ON BICYCLISTS AND ALL-TERRAIN VEHICLE DRIVERS.**

## NUMBER OF DRIVERS BY AGE AND CLASS OF ACCIDENT

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| 15 and Under | 0 | 42 | 42 | 10 | 52 | 0.3 |
| 16 - 19 | 12 | 572 | 584 | 883 | 1467 | 8.6 |
| 20-24 | 17 | 812 | 829 | 1385 | 2214 | 13.0 |
| 25-34 | 25 | 1304 | 1329 | 2235 | 3564 | 20.8 |
| 35-44 | 22 | 1322 | 1344 | 2256 | 3600 | 21.1 |
| 45-54 | 19 | 1017 | 1036 | 1858 | 2894 | 16.9 |
| 55-64 | 23 | 528 | 551 | 1001 | 1552 | 9.1 |
| 65 Plus | 11 | 501 | 512 | 1026 | 1538 | 9.0 |
| Not Stated | 1 | 64 | 65 | 149 | 214 | 1.3 |
| | | | | | | |
| TOTAL | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

## NUMBER OF DRIVERS BY CLASS AND HUMAN CONDITION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| Apparently Normal | 96 | 5404 | 5500 | 9990 | 15490 | 90.6 |
| Had Been Drinking | 14 | 149 | 163 | 126 | 289 | 1.7 |
| Driving While Impaired | 7 | 130 | 137 | 110 | 247 | 1.4 |
| Extreme Fatigue | 0 | 29 | 29 | 44 | 73 | 0.4 |
| Fell Asleep | 6 | 81 | 87 | 67 | 154 | 0.9 |
| Driver Inexperience/Confusion | 6 | 313 | 319 | 431 | 750 | 4.4 |
| Lost Consciousness | 0 | 19 | 19 | 5 | 24 | 0.1 |
| Physical Disability | 0 | 8 | 8 | 12 | 20 | 0.1 |
| Prescription Medication | 0 | 7 | 7 | 5 | 12 | 0.1 |
| Drugs (illegal) | 0 | 5 | 5 | 3 | 8 | 0.0 |
| Illness | 1 | 16 | 17 | 10 | 27 | 0.2 |
| Excessive Hours of Service | 0 | 1 | 1 | 0 | 1 | 0.0 |
| | | | | | | |
| TOTAL | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

**NOTE: ASSUMING "APPARENTLY NORMAL" IF NO SPECIFIC HUMAN CONDITON REPORTED.**

## NUMBER OF DRIVERS BY CLASS AND HUMAN ACTION

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| | | | | | | |
| No Apparent Improper Driving | 64 | 3132 | 3196 | 5819 | 9015 | 52.7 |
| Driver Inattention | 16 | 1814 | 1830 | 3076 | 4906 | 28.7 |
| Driver Distraction | 5 | 143 | 148 | 220 | 368 | 2.2 |
| Failure to Yield Right of Way | 5 | 306 | 311 | 530 | 841 | 4.9 |
| Traffic Control Device Disregarded | 2 | 92 | 94 | 105 | 199 | 1.2 |
| Following too Closely | 0 | 72 | 72 | 127 | 199 | 1.2 |
| Driving too Fast for Road Conditions | 21 | 256 | 277 | 373 | 650 | 3.8 |
| Exceeding Speed Limit | 12 | 66 | 78 | 62 | 140 | 0.8 |
| Turning Improper | 0 | 25 | 25 | 70 | 95 | 0.6 |
| Passing/Lane Usage Improper | 2 | 33 | 35 | 61 | 96 | 0.6 |
| Backing Unsafely | 0 | 12 | 12 | 80 | 92 | 0.5 |
| Failed to Signal | 0 | 5 | 5 | 18 | 23 | 0.1 |
| Wrong Way | 1 | 6 | 7 | 6 | 13 | 0.1 |
| Taking Avoiding Action | 0 | 137 | 137 | 192 | 329 | 1.9 |
| Crossed Center Line | 2 | 63 | 65 | 64 | 129 | 0.8 |
| | | | | | | |
| TOTAL | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

## NUMBER OF DRIVERS KILLED AND INJURED AND SAFETY EQUIPMENT USED

| | MINOR INJURY | MODERATE INJURY | MAJOR INJURY | AT SCENE OR DOA | WITHIN 48 HOURS | WITHIN 30 DAYS | NOT STATED | TOTAL | PERCENT |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| Lap & Shoulder Belt | 831 | 1800 | 155 | 13 | 6 | 4 | 4 | 2813 | 79.4 |
| Lap Belt | 2 | 10 | 0 | 1 | 0 | 0 | 0 | 13 | 0.4 |
| Seatbelts & Air Bags | 16 | 76 | 16 | 0 | 1 | 0 | 0 | 109 | 3.1 |
| Air Bags | 13 | 35 | 5 | 0 | 1 | 1 | 0 | 55 | 1.6 |
| Passive Seatbelts | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.0 |
| Helmets | 22 | 87 | 34 | 4 | 3 | 0 | 2 | 152 | 4.3 |
| None Available | 7 | 23 | 7 | 1 | 0 | 0 | 0 | 38 | 1.1 |
| Available Not Used | 23 | 95 | 44 | 18 | 3 | 1 | 0 | 184 | 5.2 |
| Not Stated | 41 | 95 | 27 | 2 | 1 | 0 | 13 | 179 | 5.1 |
| | | | | | | | | | |
| TOTAL | 955 | 2221 | 289 | 39 | 15 | 6 | 19 | 3544 | 100.0 |

**NOTE: THIS REPORT MAY CONTAIN INFORMATION ON BICYCLISTS INJURED.**

## NUMBER OF PEDESTRIAN VICTIMS BY PLACE OF OCCURRENCE

| | KILLED | INJURED | TOTAL | PERCENT |
|---|---|---|---|---|
| | | | | |
| Urban | 5 | 151 | 156 | 84.8 |
| Rural | 4 | 24 | 28 | 15.2 |
| | | | | |
| TOTAL | 9 | 175 | 184 | 100.0 |

**NOTE: URBAN INCLUDES ALL INCORPORATED CITIES, TOWNS AND VILAGES.**

# NUMBER OF PEDESTRIAN VICTIMS BY PEDESTRIAN-ACTION AND AGE GROUPS

| | 00 - 04 | 05 - 14 | 15 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | Over 65 | Not Stated | Total | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| At Intersection Crossing with Signal | 1 | 2 | 2 | 2 | 7 | 1 | 2 | 0 | 2 | 0 | 19 | 10.3 |
| At Intersection Crossing Against Signal | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 1.6 |
| At Intersection Crossing, Marked X-Walk, No Signal | 1 | 2 | 2 | 2 | 1 | 1 | 3 | 3 | 6 | 0 | 21 | 11.4 |
| At Intersection Crossing, No X-Walk, No Signal | 3 | 4 | 2 | 2 | 1 | 4 | 4 | 2 | 3 | 0 | 25 | 13.6 |
| Mid Block-Highway Crossing Marked X-Walk | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 2.2 |
| Mid Block-Highway Crossing No X-Walk | 1 | 7 | 1 | 1 | 2 | 3 | 1 | 3 | 11 | 0 | 30 | 16.3 |
| Walking on Roadway With Traffic | 0 | 4 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 15 | 8.2 |
| Walking on Roadway Against Traffic | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 9 | 4.9 |
| Emerging From in Front or Behind Parked Vehicle | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 1 | 2 | 0 | 11 | 6.0 |
| Running onto Roadway | 2 | 11 | 6 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 24 | 13.0 |
| Getting on/off school bus | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Getting on/off vehicle other than school bus | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.5 |
| On Sidewalk/Shoulder/Boulevard (Not on Roadway) | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 10 | 5.4 |
| Pushing/Working on Vehicle | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1.1 |
| Playing on Roadway | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Lying on Roadway | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1.1 |
| Hitch Hiking | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Working on Roadway | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1.1 |
| Other | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1.1 |
| **TOTAL** | 8 | 37 | 27 | 11 | 21 | 22 | 16 | 14 | 28 | 0 | 184 | 100.0 |

## NUMBER OF PEDESTRIAN VICTIMS BY SEVERITY AND TYPE OF INTERSECTION

| | KILLED | INJURED | TOTAL | PERCENT |
|---|---|---|---|---|
| **AT INTERSECTION WITH:** | | | | |
| | | | | |
| Provincial Highway | 0 | 9 | 9 | 4.9 |
| Urban Street | 0 | 92 | 92 | 50.0 |
| Commercial Approach | 0 | 8 | 8 | 4.3 |
| Private Approach | 2 | 11 | 13 | 7.1 |
| Not Applicable | 7 | 55 | 62 | 33.7 |
| | | | | |
| **TOTAL** | 9 | 175 | 184 | 100.0 |

## NUMBER OF PEDESTRIAN VICTIMS BY SEVERITY AND SPECIAL FACILITY

| | KILLED | INJURED | TOTAL | PERCENT |
|---|---|---|---|---|
| **AT INTERSECTION WITH:** | | | | |
| | | | | |
| Overpass-Bridge | 0 | 1 | 1 | 0.5 |
| Not Applicable | 9 | 174 | 183 | 99.5 |
| | | | | |
| **TOTAL** | 9 | 175 | 184 | 100.0 |

## NUMBER OF OCCURRENCES BY AGE OF DRIVER AND HUMAN CONDITION

| MAJOR CONTRIBUTING FACTORS RELEVANT TO ACCIDENT CAUSATION | UNDER 16 | 16 | 17 | 18 | 19 | 20 | 21 - 25 | 26 - 35 | 36 - 45 | 46 - 55 | 56 - 65 | OVER 65 | NOT STATED | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Driver Inattention | 31 | 41 | 176 | 195 | 186 | 182 | 739 | 1058 | 1033 | 747 | 403 | 631 | 56 | 5478 |
| Driver Distraction | 2 | 14 | 35 | 28 | 30 | 24 | 110 | 181 | 176 | 140 | 71 | 101 | 4 | 916 |
| Had Been Drinking | 0 | 1 | 3 | 11 | 11 | 14 | 66 | 65 | 69 | 36 | 13 | 4 | 6 | 299 |
| Driving While Impaired | 1 | 0 | 1 | 6 | 9 | 15 | 34 | 70 | 58 | 34 | 15 | 10 | 3 | 256 |
| Extreme Fatigue | 0 | 1 | 2 | 3 | 6 | 6 | 15 | 15 | 17 | 7 | 10 | 10 | 2 | 94 |
| Fell Asleep | 1 | 2 | 5 | 3 | 16 | 15 | 44 | 34 | 27 | 30 | 17 | 16 | 5 | 215 |
| Driver Inexperience/Confusion | 8 | 42 | 113 | 102 | 72 | 47 | 117 | 74 | 58 | 54 | 22 | 63 | 3 | 775 |
| Lost Consciousness | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 6 | 4 | 6 | 7 | 0 | 33 |
| Physical Disability | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 13 | 0 | 23 |
| Prescription Medication | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 6 | 2 | 1 | 5 | 0 | 22 |
| Drugs (Illegal) | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 6 | 8 | 0 | 0 | 0 | 1 | 20 |
| Illness | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 6 | 5 | 11 | 0 | 34 |
| Excessive Hours of Service | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| | | | | | | | | | | | | | | |
| TOTAL | 43 | 101 | 337 | 349 | 333 | 306 | 1136 | 1517 | 1466 | 1064 | 565 | 871 | 80 | 8168 |

## NUMBER OF OCCURRENCES BY AGE OF DRIVER AND HUMAN ACTION

| MAJOR CONTRIBUTING FACTORS RELEVANT TO ACCIDENT CAUSATION | UNDER 16 | 16 | 17 | 18 | 19 | 20 | 21 - 25 | 26 - 35 | 36 - 45 | 46 - 55 | 56 - 65 | OVER 65 | NOT STATED | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |
| Failure to Yield Right of Way | 13 | 11 | 57 | 58 | 61 | 41 | 231 | 285 | 301 | 255 | 156 | 311 | 13 | 1793 |
| Traffic Control Device Disregarded | 1 | 1 | 6 | 9 | 10 | 9 | 49 | 86 | 78 | 57 | 29 | 47 | 5 | 387 |
| Following Too Closely | 0 | 0 | 24 | 18 | 12 | 27 | 79 | 128 | 109 | 77 | 36 | 31 | 9 | 550 |
| Driving Too Fast for Road Conditions | 0 | 10 | 37 | 45 | 31 | 45 | 150 | 196 | 159 | 112 | 40 | 32 | 18 | 875 |
| Exceeding Speed Limit | 2 | 9 | 13 | 14 | 19 | 21 | 55 | 61 | 22 | 13 | 4 | 4 | 7 | 244 |
| Turning Improper | 3 | 1 | 6 | 4 | 5 | 8 | 13 | 40 | 45 | 36 | 21 | 37 | 2 | 221 |
| Passing/Lane Usage Improper | 0 | 4 | 5 | 8 | 9 | 7 | 30 | 45 | 35 | 40 | 26 | 20 | 6 | 235 |
| Backing Unsafely | 1 | 0 | 4 | 6 | 4 | 5 | 18 | 36 | 53 | 32 | 26 | 20 | 3 | 208 |
| Pedestrian Error / Confusion | 0 | 1 | 1 | 1 | 0 | 4 | 15 | 13 | 14 | 10 | 8 | 9 | 0 | 76 |
| Failed to Signal | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 13 | 7 | 8 | 5 | 4 | 0 | 43 |
| Wrong Way | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 2 | 1 | 5 | 2 | 25 |
| Taking Avoiding Action | 0 | 10 | 21 | 23 | 20 | 17 | 61 | 96 | 82 | 62 | 22 | 17 | 1 | 432 |
| Crossed Center Line | 1 | 1 | 8 | 5 | 12 | 11 | 33 | 59 | 54 | 42 | 28 | 32 | 16 | 302 |
| | | | | | | | | | | | | | | |
| TOTAL | 24 | 48 | 182 | 193 | 183 | 197 | 740 | 1062 | 963 | 746 | 402 | 569 | 82 | 5391 |

## NUMBER OF OCCURRENCES BY CLASS AND HUMAN CONDITION

| MAJOR CONTRIBUTING FACTORS RELEVANT TO ACCIDENT CAUSATION | FATAL | PERSONAL INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|
| | | | | |
| Driver Inattention | 19 | 2027 | 3423 | 5469 |
| Driver Distraction | 5 | 384 | 527 | 916 |
| Had Been Drinking | 14 | 154 | 130 | 298 |
| Driving While Impaired | 7 | 132 | 116 | 255 |
| Extreme Fatigue | 2 | 38 | 54 | 94 |
| Fell Asleep | 7 | 117 | 90 | 214 |
| Driver Inexperience/Confusion | 7 | 330 | 438 | 775 |
| Lost Consciousness | 1 | 24 | 8 | 33 |
| Physical Disability | 0 | 9 | 14 | 23 |
| Prescription Medication | 0 | 11 | 11 | 22 |
| Drugs (Illegal) | 2 | 11 | 7 | 20 |
| Illness | 1 | 21 | 12 | 34 |
| Excessive Hours of Service | 0 | 2 | 1 | 3 |
| | | | | |
| TOTAL | 65 | 3260 | 4831 | 8156 |

## NUMBER OF OCCURRENCES INVOLVING MOVEABLE OBJECTS BY CLASS

| | FATAL | PERSONAL INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|
| | | | | |
| Another Vehicle | 74 | 4781 | 8511 | 13366 |
| Animal | 1 | 104 | 893 | 998 |
| Pedestrian | 9 | 166 | 5 | 180 |
| Bicyclist | 2 | 87 | 2 | 91 |
| Farm Machinery | 0 | 3 | 6 | 9 |
| Maintenance Machinery | 0 | 3 | 8 | 11 |
| Construction Machinery | 0 | 0 | 8 | 8 |
| Railroad Train | 0 | 2 | 4 | 6 |
| Other Moveable Object | 0 | 4 | 8 | 12 |
| Debris | 2 | 23 | 78 | 103 |
| | | | | |
| **TOTAL** | 88 | 5173 | 9523 | 14784 |

## NUMBER OF OCCURRENCES BY CLASS AND HUMAN ACTION

| MAJOR CONTRIBUTING FACTORS RELEVANT TO ACCIDENT CAUSATION | FATAL | PERSONAL INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|
| | | | | |
| Failure to Yield Right of Way | 13 | 654 | 1126 | 1793 |
| Traffic Control Device Disregarded | 5 | 174 | 207 | 386 |
| Following Too Closely | 0 | 211 | 339 | 550 |
| Driving Too Fast For Road Conditions | 24 | 327 | 523 | 874 |
| Exceeding Speed Limit | 20 | 118 | 106 | 244 |
| Turning Improper | 1 | 62 | 158 | 221 |
| Passing/Lane Usage Improper | 5 | 78 | 152 | 235 |
| Backing Unsafely | 0 | 25 | 183 | 208 |
| Pedestrian Error/Confusion | 8 | 59 | 9 | 76 |
| Failed to Signal | 0 | 10 | 33 | 43 |
| Wrong Way | 1 | 9 | 14 | 24 |
| Taking Avoiding Action | 1 | 185 | 246 | 432 |
| Crossed Center Line | 12 | 136 | 153 | 301 |
| | | | | |
| TOTAL | 90 | 2048 | 3249 | 5387 |

## NUMBER OF OCCURRENCES INVOLVING NON-COLLISION EVENTS BY CLASS

| | FATAL | PERSONAL INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|
| | | | | |
| Ran Off Road | 63 | 1248 | 1589 | 2900 |
| Overturned | 27 | 459 | 440 | 926 |
| Fire/Explosion | 0 | 10 | 50 | 60 |
| Submersion | 0 | 2 | 1 | 3 |
| Skidding/Sliding | 29 | 921 | 1402 | 2352 |
| Load Spilled | 0 | 20 | 23 | 43 |
| | | | | |
| TOTAL | 119 | 2660 | 3505 | 6284 |

## NUMBER OF OCCURRENCES BY CLASS AND ENVIRONMENTAL CONDITION

| MAJOR CONTRIBUTING FACTORS RELEVANT TO ACCIDENT CAUSATION | FATAL | PERSONAL INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|
| | | | | |
| Animal Action (deer) | 0 | 56 | 638 | 694 |
| Animal Action (moose) | 1 | 81 | 243 | 325 |
| Animal Action (other) | 0 | 40 | 120 | 160 |
| Surface Slippery | 16 | 586 | 1242 | 1844 |
| Loose Gravel | 1 | 6 | 14 | 21 |
| Snow Drift | 0 | 32 | 98 | 130 |
| Obstruction/Debris | 0 | 22 | 81 | 103 |
| View Obstructed/Limited | 2 | 148 | 262 | 412 |
| Glare | 3 | 83 | 118 | 204 |
| Construction Zone | 1 | 11 | 30 | 42 |
| Defective Driving Surface | 0 | 1 | 21 | 22 |
| Shoulders Defective/Inadequate | 1 | 7 | 10 | 18 |
| Lane Markings Inadequate | 0 | 4 | 21 | 25 |
| Traffic Control Device Not Working | 0 | 0 | 1 | 1 |
| Crosswind | 1 | 11 | 24 | 36 |
| Hydroplaning | 2 | 28 | 49 | 79 |
| Uninvolved Vehicle | 1 | 130 | 213 | 344 |
| Uninvolved Pedestrian | 0 | 17 | 37 | 54 |
| Presence of Prior Accident | 0 | 27 | 41 | 68 |
| | | | | |
| **TOTAL** | 29 | 1290 | 3263 | 4582 |

## NUMBER OF OCCURRENCES BY CLASS AND VEHICLE CONDITION

| MAJOR CONTRIBUTING FACTORS RELEVANT TO ACCIDENT CAUSATION | FATAL | PERSONAL INJURY | PROPERTY DAMAGE | TOTAL |
|---|---|---|---|---|
| | | | | |
| Defective Brakes | 2 | 32 | 29 | 63 |
| Vision Obstruction/Obscured | 1 | 84 | 176 | 261 |
| Defective Steering | 0 | 6 | 7 | 13 |
| Suspension/Wheel Failure | 0 | 8 | 22 | 30 |
| Defective Tires | 2 | 28 | 32 | 62 |
| Defective Tow Hitch/Connection | 0 | 6 | 11 | 17 |
| Engine/Power Train | 0 | 8 | 28 | 36 |
| Hood/Door Opening | 0 | 1 | 2 | 3 |
| Vehicle Color/Dirty/Snow Covered | 0 | 1 | 1 | 2 |
| Jacknife/Trailer Swing | 0 | 10 | 26 | 36 |
| Vehicle Modifications | 0 | 1 | 1 | 2 |
| Exhaust | 0 | 0 | 1 | 1 |
| Load Shift | 0 | 14 | 10 | 24 |
| Over Dimensioned Vehicle | 0 | 0 | 8 | 8 |
| Electrical | 0 | 1 | 28 | 29 |
| Defective Headlights | 0 | 9 | 0 | 9 |
| Defective Rearlights | 0 | 5 | 1 | 6 |
| | | | | |
| TOTAL | 5 | 214 | 383 | 602 |

## NUMBER OF PASSENGERS KILLED AND INJURED AND SAFETY EQUIPMENT USED

| | MINOR INJURY | MODERATE INJURY | MAJOR INJURY | AT SCENE OR DOA | WITHIN 48 HOURS | WITHIN 30 DAYS | NOT STATED | TOTAL | PERCENT |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| Lap & Shoulder Belt | 349 | 886 | 71 | 5 | 4 | 0 | 0 | 1315 | 68.7 |
| Lap Belt | 54 | 92 | 9 | 0 | 0 | 1 | 0 | 156 | 8.1 |
| Seatbelts & Air Bags | 10 | 23 | 0 | 1 | 1 | 0 | 0 | 35 | 1.8 |
| Air Bags | 5 | 8 | 3 | 0 | 0 | 0 | 0 | 16 | 0.8 |
| Passive Seatbelts | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0.1 |
| Child Restraint | 15 | 41 | 0 | 0 | 0 | 0 | 0 | 56 | 2.9 |
| Helmets | 4 | 9 | 4 | 0 | 0 | 0 | 0 | 17 | 0.9 |
| None Available | 18 | 54 | 9 | 4 | 0 | 0 | 0 | 85 | 4.4 |
| Available Not Used | 22 | 77 | 38 | 5 | 4 | 1 | 0 | 147 | 7.7 |
| Not Stated | 14 | 52 | 16 | 0 | 0 | 0 | 4 | 86 | 4.5 |
| | | | | | | | | | |
| **TOTAL** | 492 | 1243 | 150 | 15 | 9 | 2 | 4 | 1915 | 100.0 |
| | | | | | | | | | |
| **PERCENT / POURCENTAGE** | 25.4 | 65.2 | 7.8 | 1.0 | 0.2 | 0.1 | 0.4 | | |

**NOTE: THIS REPORT MAY CONTAIN INFORMATION ON BICYCLE/ALL-TERRAIN VEHICLE PASSENGERS KILLED AND INJURED.**

## NUMBER OF VICTIMS BY POSITION IN/ON VEHICLE AND SAFETY EQUIPMENT USED

| | DRIVER | PSG 2 | PSG 3 | PSG 4 | PSG 5 | PSG 6 | PSG 7 | PSG 8 | PSG 9 | PSG 10 | RIDING/ HANGING | PEDESTRIAN | NOT STATED | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lap & Shoulder Belt | 2813 | 0 | 1036 | 90 | 0 | 132 | 29 | 0 | 28 | 0 | 0 | 0 | 5 | 4133 |
| Lap Belt | 13 | 24 | 9 | 24 | 33 | 39 | 11 | 5 | 11 | 0 | 0 | 0 | 0 | 169 |
| Seatbelts & Air Bags | 109 | 2 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| Air Bags | 55 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Passive Seatbelts | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Child Restraint | 0 | 2 | 4 | 12 | 12 | 18 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 56 |
| Helmets | 152 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 170 |
| None Available | 38 | 5 | 2 | 2 | 6 | 5 | 0 | 0 | 1 | 64 | 2 | 0 | 0 | 125 |
| Available Not Used | 184 | 8 | 73 | 21 | 8 | 23 | 5 | 4 | 5 | 0 | 0 | 0 | 2 | 333 |
| Not Stated | 179 | 7 | 49 | 8 | 2 | 14 | 3 | 1 | 2 | 0 | 0 | 183 | 10 | 458 |
| TOTAL | 3544 | 65 | 1222 | 157 | 62 | 231 | 51 | 13 | 50 | 64 | 2 | 184 | 17 | 5662 |

## NUMBER OF VEHICLES BY CLASS AND TYPE OF DANGEROUS GOODS CARRIED

| | (1) FATAL | (2) PERSONAL INJURY | (1+2) SUBTOTAL | (3) PROPERTY DAMAGE | (1+2+3) TOTAL | PERCENT |
|---|---|---|---|---|---|---|
| Gases | 0 | 2 | 2 | 12 | 14 | 0.1 |
| Flammable Liquids | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Radioactive Materials | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Not Applicable | 131 | 6219 | 6350 | 11113 | 17463 | 99.9 |
| TOTAL | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

## NUMBER OF PERSONS BY POSITION IN/ON VEHICLE AND TYPE OF INJURY

| | MINOR INJURY | MODERATE INJURY | MAJOR INJURY | AT SCENE OR DOA | WITHIN 48 HOURS | WITHIN 30 DAYS | NOT STATED | TOTAL | PERCENT |
|---|---|---|---|---|---|---|---|---|---|
| Driver | 955 | 2221 | 289 | 39 | 15 | 6 | 19 | 3544 | 62.6 |
| Passenger 2 | 14 | 40 | 11 | 0 | 0 | 0 | 0 | 65 | 1.1 |
| Passenger 3 | 314 | 804 | 86 | 6 | 8 | 0 | 4 | 1222 | 21.6 |
| Passenger 4 | 41 | 102 | 13 | 1 | 0 | 0 | 0 | 157 | 2.8 |
| Passenger 5 | 17 | 40 | 4 | 0 | 1 | 0 | 0 | 62 | 1.1 |
| Passenger 6 | 64 | 145 | 19 | 3 | 0 | 0 | 0 | 231 | 4.1 |
| Passenger 7 | 15 | 28 | 6 | 1 | 0 | 1 | 0 | 51 | 0.9 |
| Passenger 8 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 13 | 0.2 |
| Passenger 9 | 13 | 35 | 2 | 0 | 0 | 0 | 0 | 50 | 0.9 |
| Passenger 10 | 10 | 42 | 8 | 4 | 0 | 0 | 0 | 64 | 1.1 |
| Riding or Hanging On | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0.0 |
| Pedestrian | 31 | 113 | 30 | 4 | 3 | 2 | 1 | 184 | 3.2 |
| Not Stated | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 17 | 0.3 |
| | | | | | | | | | |
| **TOTAL** | 1488 | 3583 | 472 | 58 | 27 | 10 | 24 | 5662 | 100.0 |
| | | | | | | | | | |
| **PERCENT** | 26.7 | 62.1 | 8.5 | 1.2 | 0.2 | 0.2 | 1.0 | | |

**NOTE: THIS REPORT MAY CONTAIN INFORMATION ON BICYCLISTS/ALL-TERRAIN VEHICLE DRIVERS AND/OR THEIR PASSENGERS.**

## ALL TERRAIN VEHICLES

## OFF ROAD ACCIDENT STATISTICS

## NUMBER OF VICTIMS BY CLASS AND SEX

| | FATAL | PERSONAL INJURY | TOTAL |
|---|---|---|---|
| | | | |
| Male | 8 | 173 | 181 |
| Female | 0 | 44 | 44 |
| | | | |
| **TOTAL** | 8 | 217 | 225 |

## NUMBER OF VICTIMES BY CLASS AND AGE

| | FATAL | PERSONAL INJURY | TOTAL |
|---|---|---|---|
| | | | |
| Under 16 | 0 | 44 | 44 |
| 16 - 25 | 3 | 73 | 76 |
| 26 - 40 | 4 | 64 | 68 |
| 41 - 65 | 1 | 34 | 35 |
| Over 65 | 0 | 1 | 1 |
| Unknown | 0 | 1 | 1 |
| | | | |
| **TOTAL** | 8 | 217 | 225 |

## NUMBER OF DRIVERS INJURED OR KILLED BY AGE AND CLASS OF ACCIDENT

| | FATAL | PERSONAL INJURY | TOTAL |
|---|---|---|---|
| | | | |
| Under 16 | 0 | 27 | 27 |
| 16 - 25 | 3 | 57 | 60 |
| 26 - 40 | 3 | 48 | 51 |
| 41 - 65 | 1 | 26 | 27 |
| Over 65 | 0 | 1 | 1 |
| Unknown | 0 | 1 | 1 |
| | | | |
| **TOTAL** | 7 | 160 | 167 |

## NUMBER OF ACCIDENTS BY CLASS AND LIGHT CONDITIONS

| | FATAL | PERSONAL INJURY | TOTAL |
|---|---|---|---|
| | | | |
| Daylight | 3 | 110 | 113 |
| Dark | 4 | 60 | 64 |
| Dusk | 0 | 7 | 7 |
| Dawn | 0 | 3 | 3 |
| Artificial Light | 0 | 3 | 3 |
| | | | |
| TOTAL | 7 | 183 | 190 |

## NUMBER OF DRIVER LICENSES ISSUED 1991 - 2001 (FISCAL YEARS*)

| YEAR | NUMBER OF LICENCES |
|---|---|
| | |
| 1991 | 467,972 |
| 1992 | 475,526 |
| 1993 | 480,369 |
| 1994 | 492,228 |
| 1995 | 503,342 |
| 1996 | 503,522 |
| 1997 | 505,790 |
| 1998 | 509,911 |
| 1999 | 514,099 |
| 2000 | 518,139 |
| 2001 | 519,027 |

* Fiscal Year = April 1, 2000 to March 31, 2001

## 1991 - 2001 (FISCAL YEAR*)
## NUMBER OF VEHICLE REGISTRATIONS BY VEHICLE TYPE

| YEAR | PASSENGER VEHICLES | COMMERICAL VEHICLES | MOTOR DRIVEN & MOTORCYCLES |
|---|---|---|---|
| | | | |
| 1991 | 312,312 | 145,272 | 9,677 |
| 1992 | 317,776 | 145,379 | 9,407 |
| 1993 | 324,341 | 149,189 | 9,268 |
| 1994 | 328,112 | 151,334 | 9,450 |
| 1995 | 327,921 | 150,342 | 9,365 |
| 1996 | 323,370 | 146,920 | 9,543 |
| 1997 | 337,946 | 155,787 | 10,062 |
| 1998 | 336,028 | 149,266 | 9,856 |
| 1999 | 345,526 | 144,785 | 10,536 |
| 2000 | 361,244 | 141,725 | 13,523 |
| 2001 | 361,121 | 147,387 | 11,146 |

* Fiscal Year = April 1, 2000 to March 31, 2001

# STATEMENT OF SUSPENSIONS

## REPORT ON SUSPENSION SECTIONS FOR THE FISCAL YEAR ENDED 31 MARCH 2002

| SECTION | DESCRIPTION | APRIL | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV | DEC | JAN | FEB | MAR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84(11) | Convicted of an offence involving alcohol or refusal | 7 | 16 | 8 | 9 | 3 | 5 | 6 | 10 | 7 | 5 | 8 | 5 | 89 |
| 93(4) | Violation of restriction on license | 1 | 8 | 1 | 3 | 5 | 3 | 5 | 1 | 1 | 3 | 4 | 4 | 39 |
| 105.1(2) | Failure to stop for a peace officer | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 8 | 1 | 0 | 0 | 0 | 19 |
| 274 | Failure to maintain proof of financial responsibility | 4 | 2 | 0 | 2 | 4 | 0 | 5 | 1 | 0 | 2 | 0 | 2 | 22 |
| 276(1) | Failure to satisfy a judgment | 1 | 8 | 1 | 2 | 2 | 0 | 1 | 2 | 1 | 4 | 2 | 0 | 24 |
| 281(1) | Being involved in a reportable accident without insurance | 9 | 18 | 15 | 10 | 19 | 4 | 12 | 29 | 16 | 0 | 0 | 0 | 132 |
| 298(4) | Loss of all points by a newly licensed driver | 14 | 16 | 12 | 17 | 11 | 16 | 31 | 19 | 20 | 16 | 16 | 21 | 209 |
| 298.1(2) | Point offence while unlicensed | 2 | 8 | 11 | 7 | 6 | 4 | 7 | 3 | 5 | 2 | 7 | 4 | 66 |
| 300(1)(A) | Convicted for a first offence under Criminal Code of Canada | 6 | 6 | 8 | 3 | 5 | 3 | 4 | 8 | 4 | 11 | 7 | 5 | 70 |
| 300(1)(A)(L) | Convicted for a first offence under Criminal Code of Canada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 143 | 185 | 112 | 114 | 700 |
| 300(1)(B) | Convicted of offence under Criminal Code of Canada | 111 | 121 | 143 | 101 | 119 | 143 | 171 | 5 | 2 | 2 | 2 | 2 | 922 |
| 300(1) (B.1) | Order directing a discharge under Criminal Code of Canada | 4 | 6 | 7 | 5 | 0 | 5 | 7 | 0 | 4 | 2 | 3 | 3 | 46 |
| 300(1)(C) | Loss of all 10 points | 57 | 53 | 55 | 50 | 58 | 50 | 54 | 39 | 61 | 42 | 42 | 39 | 600 |
| 302(1) | First offence while being a probationary driver | 2 | 10 | 6 | 11 | 8 | 8 | 7 | 4 | 8 | 3 | 9 | 2 | 78 |

| SECTION | DESCRIPTION | APRIL | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV | DEC | JAN | FEB | MAR | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302(2) | Second suspension for offence under Criminal Code of Canada | 24 | 22 | 9 | 18 | 21 | 14 | 34 | 30 | 18 | 40 | 26 | 30 | 286 |
| 302(2.2)(L) | Third suspension for offence under Criminal Code of Canada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 13 | 3 | 6 | 35 |
| 302(3)(D) | First suspension for offence under 78, 99(1)(A), 345 MVA, 259(4) CCC | 47 | 44 | 48 | 22 | 33 | 24 | 48 | 29 | 43 | 25 | 34 | 26 | 423 |
| 302(3)(E) | Second suspension for an offence under 78, 99(1)(A), 345 MVA, 259(4) CCC | 16 | 19 | 15 | 8 | 7 | 6 | 11 | 18 | 16 | 10 | 11 | 12 | 149 |
| 302(4) | Second/subsequent offence while being a probationary driver | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 0 | 1 | 17 |
| 302(5) | Operating or permitting the operation of an uninsured motor vehicle | 57 | 52 | 54 | 51 | 54 | 39 | 51 | 56 | 67 | 42 | 62 | 43 | 628 |
| 305.1 | Failure to pay fee for license or driving privileges | 0 | 7 | 3 | 3 | 8 | 0 | 5 | 4 | 2 | 3 | 6 | 6 | 47 |
| 305.1(2) | Cheque not honoured by an appropriate financial institution | 5 | 13 | 6 | 7 | 12 | 7 | 6 | 3 | 7 | 2 | 4 | 4 | 76 |
| 307(1) | Suspension for a conviction in another province or country | 5 | 4 | 2 | 0 | 5 | 3 | 2 | 6 | 0 | 3 | 0 | 2 | 32 |
| 309(A) | Failure to provide satisfactory medical certificate | 5 | 28 | 20 | 17 | 18 | 8 | 22 | 24 | 4 | 28 | 14 | 9 | 197 |
| 309(B) | Failure to complete a driver's test | 2 | 5 | 7 | 3 | 7 | 6 | 5 | 8 | 5 | 12 | 4 | 10 | 74 |
| 309(C) | Failure to complete a driver's test and supply medical | 3 | 10 | 10 | 6 | 9 | 6 | 1 | 11 | 3 | 7 | 5 | 6 | 77 |
| 309(D) | Failure to supply satisfactory vision test | 0 | 2 | 3 | 1 | 2 | 2 | 2 | 5 | 2 | 4 | 1 | 2 | 26 |
| 347.1 | Default in payment of fine | 1418 | 639 | 749 | 886 | 742 | 753 | 1038 | 780 | 550 | 1079 | 651 | 671 | 9,956 |
| GRAND TOTAL | | 1802 | 1119 | 1198 | 1246 | 1160 | 1111 | 1537 | 1261 | 995 | 1548 | 1033 | 1029 | 15,039 |

# MOTOR VEHICLE DRIVER LICENSING SYSTEM

## YEARLY SUMMARY BY CLASS BY AGE GROUP

| CLASS | AGE GROUP | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Under/ 16 | 16 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | 65 - 74 | 75 & Over | Total |
| 1 | 0 | 32 | 704 | 4,368 | 6,390 | 6,015 | 3,565 | 695 | 56 | 21,825 |
| 2 | 0 | 0 | 12 | 220 | 852 | 1,111 | 539 | 65 | 3 | 2,802 |
| 3 | 0 | 7 | 80 | 744 | 2,518 | 3,708 | 2,760 | 603 | 59 | 10,479 |
| 4 | 0 | 22 | 475 | 2,108 | 2,727 | 2,177 | 839 | 141 | 10 | 8,499 |
| 5 | 0 | 8,957 | 36,216 | 79,440 | 99,296 | 93,071 | 61,881 | 40,676 | 25,386 | 444,923 |
| 6 | 0 | 2 | 8 | 19 | 38 | 31 | 9 | 6 | 3 | 116 |
| 7 | 0 | 19,018 | 5,498 | 2,999 | 1,085 | 457 | 186 | 79 | 21 | 29,343 |
| 8 | 71 | 19 | 1 | 1 | 4 | 5 | 4 | 4 | 10 | 119 |
| 9 | 98 | 22 | 1 | 3 | 5 | 9 | 9 | 2 | 4 | 153 |
| 3/4 | 0 | 0 | 4 | 96 | 266 | 285 | 100 | 15 | 2 | 768 |
| ID Cards | 5,155 | 1,789 | 4,629 | 1,877 | 862 | 643 | 578 | 615 | 649 | 16,797 |
| TOTAL | 5,324 | 29,868 | 47,628 | 91,875 | 114,043 | 107,512 | 70,470 | 42,901 | 26,203 | 535,824 |

## YEARLY SUMMARY BY AGE GROUP BY SEX

| AGE GROUP | SEX | | | |
|---|---|---|---|---|
| | Male(M)/ | Female(F)/ | Unknown(U)/ | Total/ |
| Under 16 | 155 | 13 | 1 | 169 |
| 16 - 19 | 14,392 | 13,686 | 1 | 28,079 |
| 20 - 24 | 21,961 | 21,038 | 0 | 42,999 |
| 25 - 34 | 45,531 | 44,464 | 3 | 89,998 |
| 35 - 44 | 57,461 | 55,694 | 26 | 113,181 |
| 45 - 54 | 54,969 | 51,866 | 34 | 106,869 |
| 55 - 64 | 37,116 | 32,751 | 25 | 69,892 |
| 65 - 74 | 22,930 | 19,343 | 13 | 42,286 |
| 75 & Over | 14,175 | 11,364 | 15 | 25,554 |
| TOTAL | 268,690 | 250,219 | 118 | 519,027 |

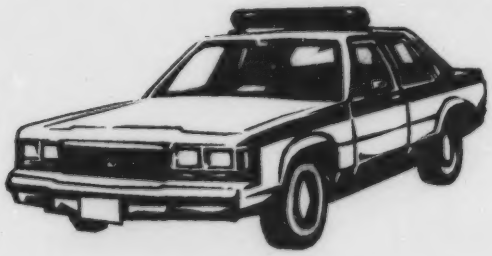
## YEARLY SUMMARY BY CLASS BY SEX

| CLASS | GENDER | | | |
|---|---|---|---|---|
| | Male(M)/ | Female(F)/ | Unknown(U)/ | Total/ |
| 1 | 21,517 | 308 | 0 | 21,825 |
| 2 | 2,224 | 578 | 0 | 2,802 |
| 3 | 10,335 | 143 | 1 | 10,479 |
| 4 | 6,178 | 2,320 | 1 | 8,499 |
| 5 | 213,595 | 231,218 | 110 | 444,923 |
| 6 | 102 | 13 | 1 | 116 |
| 7 | 13,739 | 15,600 | 4 | 29,343 |
| 8 | 107 | 11 | 1 | 119 |
| 9 | 141 | 12 | 0 | 153 |
| 3/4 | 752 | 16 | 0 | 768 |
| ID Cards | 6,900 | 9,892 | 5 | 16,797 |
| TOTAL | 275,590 | 260,111 | 123 | 535,824 |

2001

New Nouveau
Brunswick

# Statistiques sur les collisions de la route



Ministère de la Sécurité publique

C. P. 6000, Fredericton, N.-B., E3B 5H1

2001

New Nouveau
Brunswick

SÉCURITÉ PUBLIQUE

# PRÉFACE

Nous souhaitons exprimer nos sincères remerciements à la Gendarmerie royale du Canada, aux services de police municipaux de même qu'aux secouristes opérationnels qui sont intervenus dans plus de 10 000 collisions de la route dont le sommaire est contenu dans le présent rapport. Par tous les temps, à toute heure de la journée, dans toutes les conditions, ces professionnels doués sont appelés à faire des enquêtes et à traiter ces incidents, dont plusieurs impliquent des vies humaines et des souffrances.

Des efforts particuliers pour réduire le nombre d'accidents ont été mis en place par Vision sécurité routière 2010, une initiative d'envergure nationale ayant pour objet de doter le Canada des routes les plus sûres au monde. Depuis son lancement officiel en 1996, Vision 2010 bénéficie de l'appui de tous les pouvoirs publics, de même que des intervenants clés des secteurs public et privé, et regroupe une large gamme d'initiatives mettant l'accent sur les usagers de la route, les réseaux routiers et les véhicules.

Vision 2010 est un plan à long terme destiné à réduire de 30 % le nombre de mortalités et de blessés graves sur les routes au Canada par rapport à la moyenne de 1996-2001. Transports Canada a élaboré un certain nombre d'objectifs précis destinés à atteindre cet objectif. Ces objectifs ont été établis par l'entremise du Conseil canadien des administrateurs en transport motorisé, avec la participation de l'Association canadienne des chefs de police et de l'Association des transports du Canada.

Le Rapport annuel sur les collisions de véhicules à moteur du Nouveau-Brunswick est un indicateur important de l'état actuel de la sécurité routière au Nouveau-Brunswick. Ce rapport présente des statistiques sur tous les aspects. Il indique aussi bien les types de véhicules impliqués dans les accidents que le moment et le lieu où sont survenues ces collisions. Cette information est extrêmement utile parce qu'elle nous permet d'accorder une attention particulière aux régions où la mise en oeuvre de mesures de sécurité s'impose.

Merci de votre collaboration soutenue à l'amélioration de la sécurité de nos routes.

# 1991- 2001 COMPARAISON DES STATISTIQUES

| | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Total des accidents de véhicule à moteur rapportables** | 20,090 | 18,340 | 15,784 | 13,574 | 12,347 | 10,600 | 11,040 | 10,425 | 10,746 | 11.121 | 10,407 |
| **Accidents mortels** | 103 | 110 | 116 | 66 | 92 | 86 | 84 | 86 | 98 | 77 | 86 |
| **Accidents causant des blessures corporelles** | 4,648 | 4,111 | 3,933 | 3,731 | 3,590 | 3,199 | 3,512 | 3,502 | 3,585 | 3.759 | 3,633 |
| **Accidents causant des dommages matériels** | 15,339 | 14,119 | 11,735 | 9,777 | 8,665 | 7,315 | 7,444 | 6,837 | 7,063 | 7.285 | 6,688 |
| **Personnes tuées** | 118 | 131 | 139 | 79 | 113 | 94 | 105 | 96 | 110 | 89 | 95 |
| **Personnes blessées** | 6,930 | 6,106 | 5,786 | 5,434 | 5,503 | 4,781 | 5,115 | 5,226 | 5,388 | 5.556 | 5,567 |
| **Taux de décès par 10,000 véhicules enregistrés** | 2.49 | 2.70 | 2.90 | 1.65 | 2.35 | 1.95 | 2.18 | 1.94 | 2.17 | 1.71 | 1.74 |
| **Véhicules à moteur immatriculés** | 469,251 | 483,870 | 478,788 | 479,675 | 480,694 | 479,833 | 481,476 | 495,555 | 506,177 | 537.781 | 545,668 |
| **Population du N-B.** | 726,000* | 728,000* | 730,000* | 733,000* | 735,000* | 738,133 | 760,761 | 753,132 | 755,891 | 757,267 | 757,077 |
| **Conducteurs ayant un permis de conduire** | 467,972 | 475,526 | 480,369 | 492,228 | 503,342 | 503,522 | 505,790 | 509,911 | 514,099 | 518.139 | 519,027 |

*Estimés

# TABLE DES MATIÈRES


**Aperçus et graphiques**

| | |
|---|---|
| Classification des fatalités 2001 | Page 4 |
| Accidents et mortalités | Page 5 |
| Nombre de conducteurs impliqués dans des accidents selon l'âge | Page 6 |
| Nombre de conducteurs impliqués dans des accidents selon le sexe | Page 7 |
| Accidents selon le jour | Page 8 |
| Nombre d'accidents selon l'éclairage | Page 9 |
| Tuées selon le groupe d'âge 1996 - 2001 | Page 10 |
| Blessés selon le groupe d'âge 1996 - 2001 | Page 10 |
| Mortalités selon les usagers de la route | Page 11 |

**Nombre d'accidents**

| | |
|---|---|
| Selon la catégorie et l'heure | Page 11 |
| Selon la catégorie et le jour | Page 12 |
| Selon la catégorie et le mois | Page 12 |
| Selon la catégorie et les conditions d'éclairage | Page 13 |
| Selon la catégorie et l'état de la chaussée | Page 13 |
| Selon la catégorie et le type de la chaussée | Page 14 |
| Selon la catégorie et les conditions météorologiques | Page 14 |
| Selon la catégorie et l'endroit | Page 15 |
| Selon la catégorie et le comté | Page 15 |
| Selon la catégorie et la cité | Page 16 |
| Selon la catégorie et la ville | Page 16 |
| Selon la catégorie et le village | Page 17 - 18 |
| Selon la catégorie et le service de police | Page 18 |
| Selon la catégorie et la configuration de l'accident | Page 19 |
| Selon la catégorie et la vitesse maximale | Page 19 |

**Nombre de victimes**

| | |
|---|---|
| Tuées selon la catégorie d'usagers de la route et groupe d'âge | Page 20 |
| Blessées selon la catégorie d'usagers de la route et groupe d'âge | Page 20 |
| Tuées et blessées selon la catégorie d'usagers et sexe | Page 21 |
| Selon le mois | Page 21 |
| Selon l'endroit | Page 22 |
| Selon l'âge et le sexe | Page 22 |

**Nombre de véhicules**

| | |
|---|---|
| Selon le genre et la catégorie d'accident | Page 23 |
| Selon la catégorie et la condition du véhicule | Page 24 |
| Selon la catégorie d'accident et mouvement du véhicule avant collision | Page 25 |
| Selon la catégorie d'accident et de véhicule remorque | Page 26 |
| Selon l'année du véhicule et gravité de l'accident | Page 27 |
| Selon l'assurance et la jurisdiction | Page 27 |

**Nombre de conducteurs**

| | |
|---|---|
| Selon le sexe et la catégorie d'accident | Page 28 |
| Selon l'âge et la catégorie d'accident | Page 28 |
| Selon la catégorie et la condition humaine | Page 29 |
| Selon la catégorie et l'action humaine | Page 30 |
| Tués et blessés et équipement de sécurité utilisé | Page 31 |

**Nombre de piétons victimes d'accident**


Selon d'endroit Page 31
Selon le mouvement des piétons et catégorie d'âge Page 32
Selon la gravité et le genre d'intersection Page 33
Selon la gravité et installations particulières Page 33


**Nombre de cas**


Selon l'âge du conducteur et la condition humaine Page 34
Selon l'âge du conducteur et l'action humaine Page 35
Selon la catégorie et la condition humaine Page 36
Impliquant des objets mobiles selon la catégorie Page 37
Selon la catégorie et l'action humaine Page 38
Impliquant des événements de non-collision selon la catégorie Page 38
Selon la catégorie et la condition de l'environnement Page 39
Selon la catégorie et la condition du véhicule Page 40

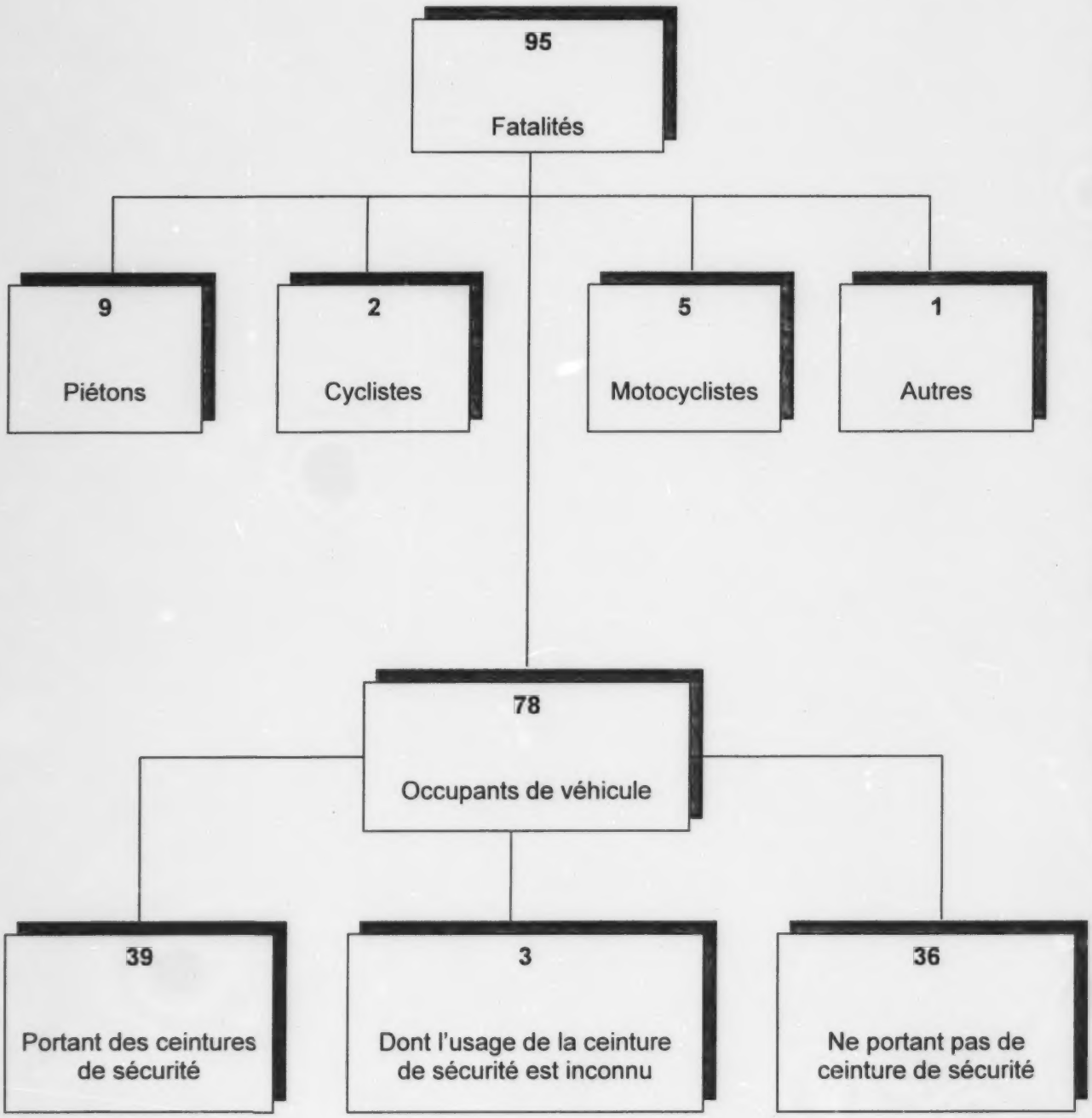

**Divers**


Nombre de passagers tués et blessés et équipement de sécurité utilisé Page 41
Nombre de victimes selon la position dans/sur le véhicule et l'équipement de sécurité utilisé Page 42
Nombre de véhicules selon la catégorie et le genre de marchandises dangereuses transportées Page 42
Nombre de personnes selon la position dans/sur le véhicule et le genre de blessure Page 43
Véhicules tout-terrain Page 44 - 45
1991 - 2001 Nombre d'immatriculations de véhicules selon le genre Page 46
État des suspensions de permis Page 47- 48


**Méthode d'émission de permis de conduire au conducteur de véhicule à moteur**


Sommaire annuel selon la catégorie et l'âge Page 49
Sommaire annuel selon l'âge et le sexe Page 50
Sommaire annuel selon la catégorie et le sexe Page 51

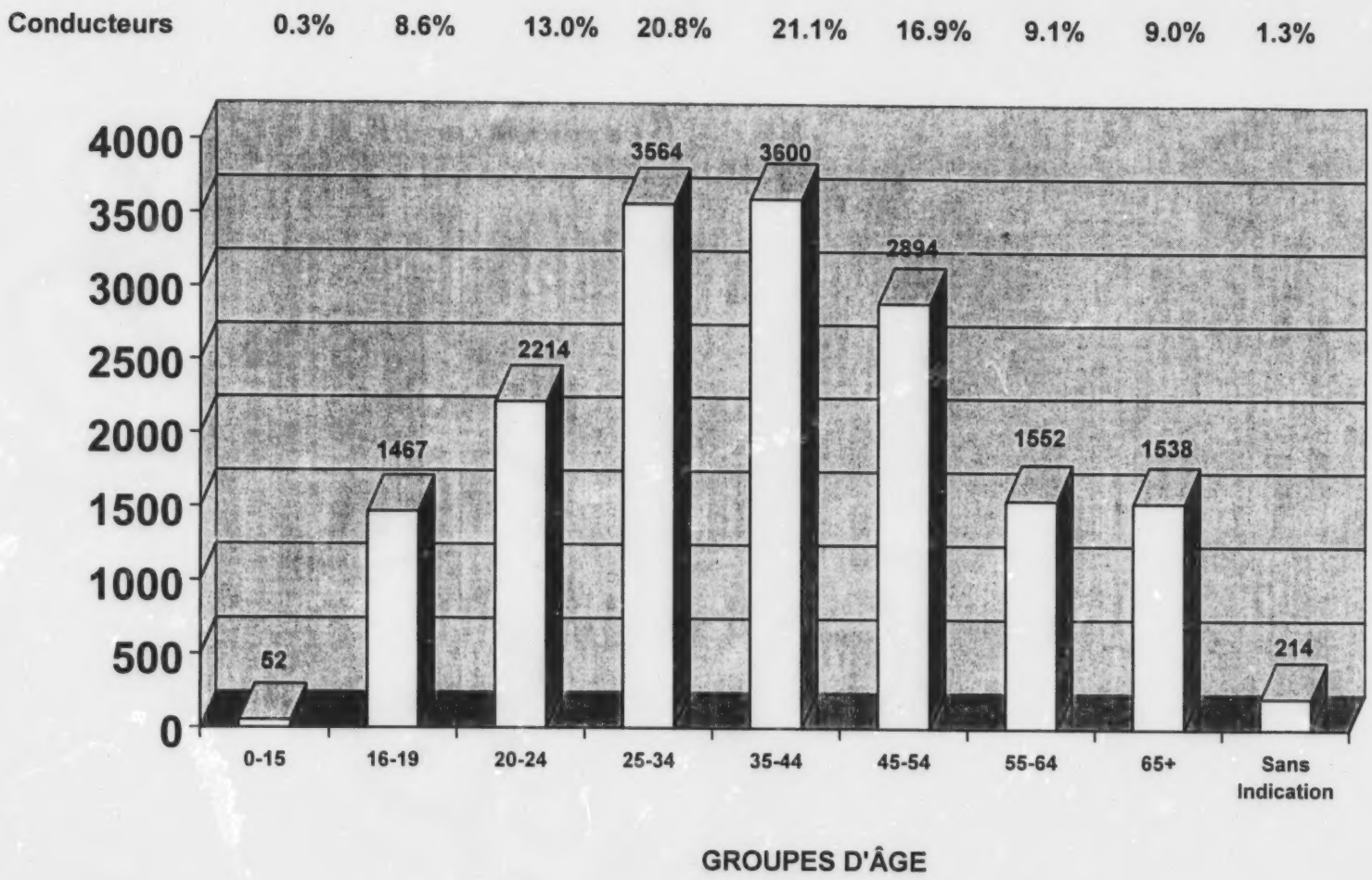
## CLASSIFICATION DES FATALITÉS 2001



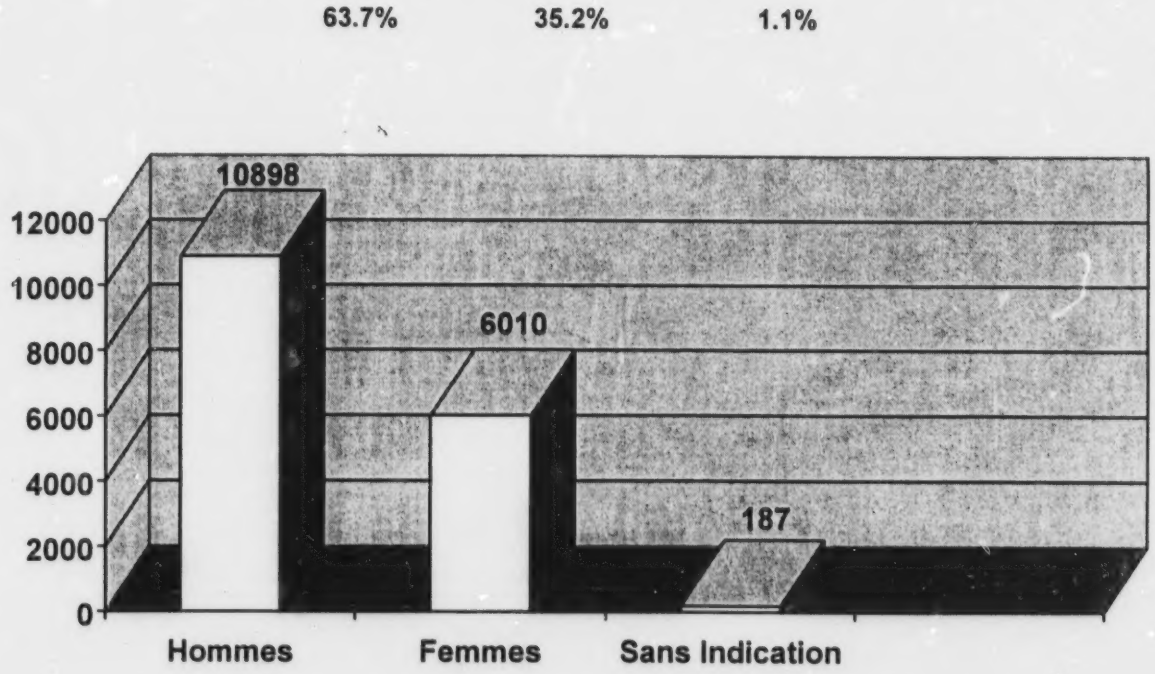
# 2001 ACCIDENTS ET MORTALITÉS

| Année | Total des accidents | Mortels | Tués | Blessés | Taux de décès/10M véhicules enregistrés | Total de véhicules immatriculés |
|---|---|---|---|---|---|---|
| 1951 | 3,422 | | 107 | 1,134 | | |
| 1952 | 4,320 | | 119 | 1,227 | 13.3 | 89,394 |
| 1953 | 4,932 | 101 | 111 | 1,522 | 11.8 | 93,920 |
| 1954 | 6,512 | 113 | 123 | 1,856 | 12.4 | 99,368 |
| 1955 | 6,169 | 123 | 137 | 1,822 | 12.8 | 107,331 |
| 1956 | 5,689 | 132 | 151 | 2,151 | 13.6 | 111,315 |
| 1957 | 5,642 | 135 | 155 | 2,084 | 13.3 | 116,894 |
| 1958 | 5,695 | 134 | 155 | 2,134 | 12.7 | 121,809 |
| 1959 | 5,896 | 99 | 104 | 2,335 | 8.02 | 129,629 |
| 1960 | 6,633 | 139 | 167 | 2,695 | 11.99 | 138,469 |
| 1961 | 7,356 | 136 | 154 | 2,871 | 10.60 | 145,951 |
| 1962 | 7,446 | 126 | 139 | 3,129 | 9.18 | 151,360 |
| 1963 | 8,596 | 131 | 162 | 3,130 | 10.33 | 156,768 |
| 1964 | 9,215 | 157 | 181 | 3,564 | 10.96 | 165,311 |
| 1965 | 9,732 | 182 | 204 | 3,908 | 11.69 | 174,428 |
| 1966 | 10,133 | 210 | 231 | 4,259 | 12.51 | 184,537 |
| 1967 | 10,918 | 203 | 240 | 4,306 | 11.56 | 191,991 |
| 1968 | 11,005 | 186 | 232 | 3,978 | 11.69 | 198,406 |
| 1969 | 10,799 | 181 | 228 | 3,761 | 11.40 | 199,960 |
| 1970 | 9,659 | 183 | 225 | 3,846 | 11.18 | 201,274 |
| 1971 | 10,546 | 178 | 214 | 3,847 | 9.87 | 216,713 |
| 1972 | 12,488 | 202 | 234 | 4,293 | 9.95 | 235,108 |
| 1973 | 13,189 | 226 | 265 | 4,495 | 10.34 | 256,042 |
| 1974 | 13,769 | 226 | 287 | 4,650 | 10.46 | 274,173 |
| 1975 | 14,766 | 190 | 230 | 4,874 | 7.88 | 291,847 |
| 1976 | 15,154 | 196 | 236 | 4,846 | 7.77 | 303,692 |
| 1977 | 15,861 | 180 | 212 | 4,880 | 6.58 | 322,049 |
| 1978 | 16,673 | 199 | 224 | 5,269 | 6.57 | 340,777 |
| 1979 | 16,852 | 219 | 260 | 5,475 | 7.30 | 356,267 |
| 1980 | 17,120 | 175 | 214 | 5,258 | 5.88 | 364,236 |
| 1981 | 15,974 | 171 | 188 | 5,252 | 4.47 | 419,712 |
| 1982 | 16,002 | 169 | 204 | 5,217 | 4.85 | 420,532 |
| 1983 | 15,205 | 107 | 122 | 5,087 | 2.85 | 428,260 |
| 1984 | 15,767 | 133 | 157 | 5,581 | 4.03 | 446,491 |
| 1985 | 16,515 | 127 | 142 | 5,737 | 3.52 | 461,240 |
| 1986 | 18,277 | 117 | 130 | 4,286 | 3.12 | 416,805 |
| 1987 | 20,233 | 130 | 151 | 6,854 | 3.54 | 426,482 |
| 1988 | 20,764 | 142 | 165 | 7,096 | 3.75 | 436,635 |
| 1989 | 21,624 | 127 | 154 | 7,547 | 3.41 | 451,562 |
| 1990 | 20,788 | 133 | 156 | 7,285 | 3.45 | 451,999 |
| 1991 | 20,090 | 103 | 118 | 6,930 | 2.49 | 469,251 |
| 1992 | 18,340 | 110 | 131 | 6,106 | 2.70 | 483,870 |
| 1993 | 15,784 | 116 | 139 | 5,786 | 2.90 | 478,788 |
| 1994 | 13,574 | 66 | 79 | 5,434 | 1.65 | 479,675 |
| 1995 | 12,347 | 92 | 113 | 5,503 | 2.35 | 480,694 |
| 1996 | 10,600 | 86 | 94 | 4,781 | 1.95 | 479,833 |
| 1997 | 11,040 | 84 | 105 | 5,115 | 2.18 | 481,476 |
| 1998 | 10,425 | 86 | 96 | 5,226 | 1.94 | 495,555 |
| 1999 | 10,746 | 98 | 110 | 5,388 | 2.17 | 506,177 |
| 2000 | 11,121 | 77 | 89 | 5,556 | 1.71 | 520,627 |
| 2001 | 10,407 | 86 | 95 | 5,567 | 1.74 | 545,668 |

## NOMBRE DE CONDUCTEURS IMPLIQUÉS DANS DES ACCIDENTS SELON L'ÂGE



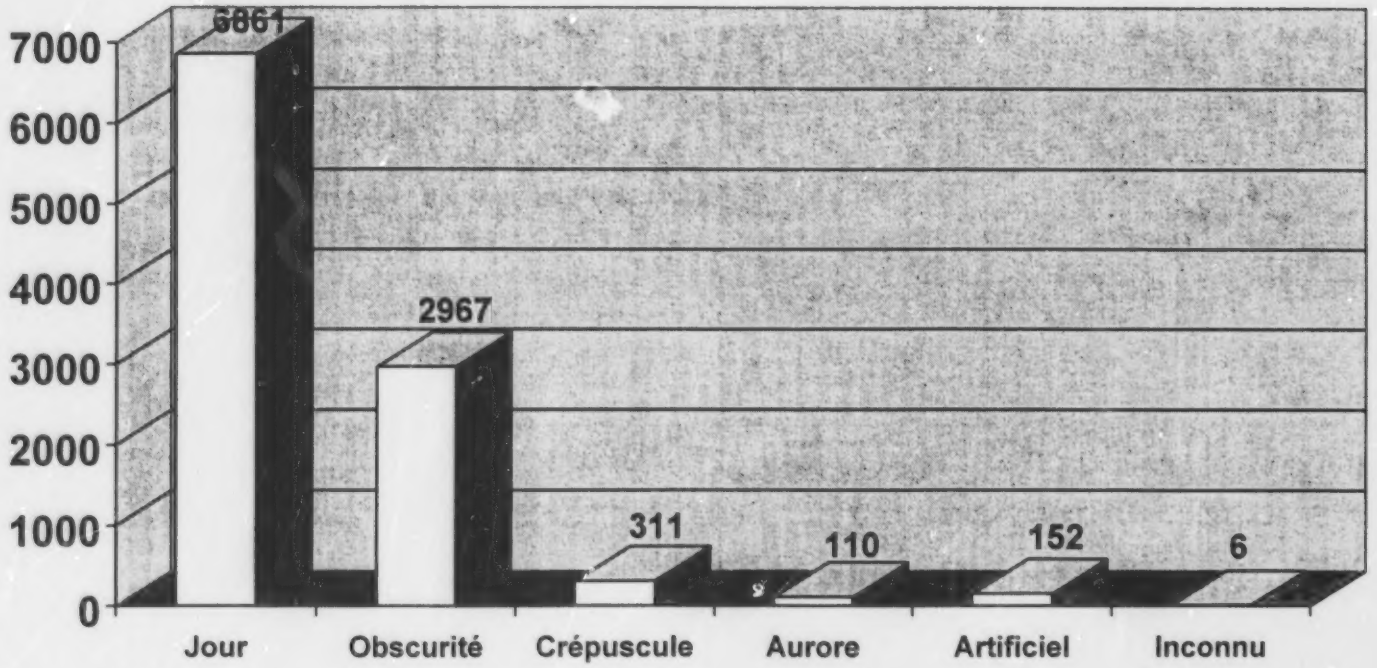
## NOMBRE DE CONDUCTEURS IMPLIQUÉS DANS DES ACCIDENTS SELON LE SEXE



## ACCIDENTS SELON LE JOUR

| ACCIDENTS | 10.8% | 12.9% | 14.7% | 14.7% | 14.9% | 17.3% | 14.6% |
|---|---|---|---|---|---|---|---|
| | Dim | Lun | Mar | Mer | Jeu | Ven | Sam |
| | 1122 | 1347 | 1528 | 1535 | 1549 | 1803 | 1523 |

## NOMBRE D'ACCIDENTS SELON L'ÉCLAIRAGE




ÉCLAIRAGE

## TUÉS SELON LE GROUPE D'ÂGE
## 1996-2001

| Groupe d'âge | Mortels 1996 | Mortels 1997 | Mortels 1998 | Mortels 1999 | Mortels 2000 | Mortels 2001 |
|---|---|---|---|---|---|---|
| | | | | | | |
| 0 - 4 | 0 | 4 | 2 | 2 | 0 | 0 |
| 5 - 14 | 3 | 5 | 1 | 7 | 1 | 7 |
| 15 - 19 | 11 | 10 | 12 | 15 | 12 | 13 |
| 20 - 24 | 17 | 17 | 10 | 9 | 12 | 13 |
| 25 - 34 | 12 | 17 | 12 | 27 | 13 | 11 |
| 35 - 44 | 12 | 21 | 20 | 19 | 7 | 16 |
| 45 - 54 | 11 | 14 | 11 | 6 | 12 | 9 |
| 55 - 64 | 9 | 4 | 11 | 6 | 9 | 13 |
| 65 ans et plus | 17 | 13 | 17 | 19 | 23 | 13 |
| Non-spécifiés | 2 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | |
| TOTAL | 94 | 105 | 96 | 110 | 89 | 95 |

## BLESSÉS SELON LE GROUPE D'ÂGE
## 1996 - 2001

| Groupe d'âge | Avec blessés 1996 | Avec blessés 1997 | Avec blessés 1998 | Avec blessés 1999 | Avec blessés 2000 | Avec blessés 2001 |
|---|---|---|---|---|---|---|
| | | | | | | |
| 0 - 4 | 65 | 67 | 68 | 94 | 73 | 82 |
| 5 - 14 | 289 | 315 | 304 | 279 | 284 | 327 |
| 15 - 19 | 719 | 685 | 805 | 810 | 800 | 773 |
| 20 - 24 | 653 | 697 | 689 | 831 | 844 | 741 |
| 25 - 34 | 971 | 1074 | 1063 | 1036 | 1070 | 1081 |
| 35 - 44 | 810 | 849 | 825 | 873 | 927 | 967 |
| 45 - 54 | 534 | 632 | 642 | 644 | 725 | 744 |
| 55 - 64 | 291 | 271 | 319 | 324 | 347 | 369 |
| 65 ans et plus | 364 | 419 | 369 | 386 | 383 | 383 |
| Non-spécifiés | 85 | 106 | 142 | 93 | 103 | 100 |
| | | | | | | |
| TOTAL | 4781 | 5115 | 5226 | 5370 | 5556 | 5567 |

## MORTALITÉS SELON LES USAGERS DE LA ROUTE
## 1996 - 2001

| Catégories | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|
| | | | | | | |
| Conducteurs | 55 | 53 | 54 | 52 | 44 | 52 |
| Passagers | 17 | 32 | 25 | 27 | 23 | 26 |
| Piétons | 14 | 14 | 7 | 14 | 15 | 9 |
| Cyclistes | 1 | 0 | 3 | 4 | 0 | 2 |
| Motocyclistes et passagers | 3 | 5 | 4 | 11 | 4 | 5 |
| Autres VTT | 4 | 1 | 3 | 2 | 3 | 1 |
| | | | | | | |
| TOTAL | 94 | 105 | 96 | 110 | 89 | 95 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET L'HEURE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| 0001 - 0100 | 3 | 70 | 73 | 143 | 216 | 2.1 |
| 0101 - 0200 | 7 | 55 | 62 | 120 | 182 | 1.7 |
| 0201 - 0300 | 3 | 60 | 63 | 126 | 189 | 1.8 |
| 0301 - 0400 | 3 | 49 | 52 | 103 | 155 | 1.5 |
| 0401 - 0500 | 3 | 47 | 50 | 64 | 114 | 1.1 |
| 0501 - 0600 | 2 | 46 | 48 | 74 | 122 | 1.2 |
| 0601 - 0700 | 1 | 52 | 53 | 125 | 178 | 1.7 |
| 0701 - 0800 | 5 | 123 | 128 | 303 | 431 | 4.1 |
| 0801 - 0900 | 3 | 181 | 184 | 368 | 552 | 5.3 |
| 0901 - 1000 | 4 | 113 | 117 | 320 | 437 | 4.2 |
| 1001 - 1100 | 2 | 146 | 148 | 304 | 452 | 4.3 |
| 1101 - 1200 | 6 | 198 | 204 | 321 | 525 | 5.0 |
| 1201 - 1300 | 3 | 220 | 223 | 413 | 636 | 6.1 |
| 1301 - 1400 | 0 | 243 | 243 | 398 | 641 | 6.2 |
| 1401 - 1500 | 4 | 256 | 260 | 379 | 639 | 6.1 |
| 1501 - 1600 | 4 | 271 | 275 | 462 | 737 | 7.1 |
| 1601 - 1700 | 1 | 318 | 319 | 446 | 765 | 7.4 |
| 1701 - 1800 | 3 | 277 | 280 | 490 | 770 | 7.4 |
| 1801 - 1900 | 2 | 211 | 213 | 397 | 610 | 5.9 |
| 1901 - 2000 | 8 | 172 | 180 | 331 | 511 | 4.9 |
| 2001 - 2100 | 4 | 139 | 143 | 227 | 370 | 3.6 |
| 2101 - 2200 | 4 | 133 | 137 | 294 | 431 | 4.1 |
| 2201 - 2300 | 3 | 121 | 124 | 246 | 370 | 3.6 |
| 2301 2400 | 6 | 88 | 94 | 156 | 250 | 2.4 |
| SANS INDICATION | 2 | 44 | 46 | 78 | 124 | 1.2 |
| | | | | | | |
| TOTAL | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LE JOUR

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Dimanche | 14 | 442 | 456 | 666 | 1122 | 10.8 |
| Lundi | 7 | 471 | 478 | 869 | 1347 | 12.9 |
| Mardi | 9 | 525 | 534 | 994 | 1528 | 14.7 |
| Mercredi | 11 | 510 | 521 | 1014 | 1535 | 14.7 |
| Jeudi | 17 | 548 | 565 | 984 | 1549 | 14.9 |
| Vendredi | 14 | 611 | 625 | 1178 | 1803 | 17.3 |
| Samedi | 14 | 526 | 540 | 983 | 1523 | 14.6 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LE MOIS

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Janvier | 3 | 342 | 345 | 692 | 1037 | 10.0 |
| Février | 1 | 255 | 256 | 641 | 897 | 8.6 |
| Mars | 5 | 271 | 276 | 576 | 852 | 8.2 |
| Avril | 9 | 200 | 209 | 474 | 683 | 6.6 |
| Mai | 7 | 295 | 302 | 385 | 687 | 6.6 |
| Juin | 5 | 311 | 316 | 478 | 794 | 7.6 |
| Juillet | 10 | 327 | 337 | 503 | 840 | 8.1 |
| Août | 7 | 352 | 359 | 540 | 899 | 8.6 |
| Septembre | 3 | 287 | 290 | 480 | 770 | 7.4 |
| Octobre | 8 | 309 | 317 | 525 | 842 | 8.1 |
| Novembre | 14 | 295 | 309 | 668 | 977 | 9.4 |
| Décembre | 14 | 389 | 403 | 726 | 1129 | 10.8 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LES CONDITIONS D'ÉCLAIRAGE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Jour | 37 | 2454 | 2491 | 4370 | 6861 | 65.9 |
| Obscurité | 44 | 974 | 1018 | 1949 | 2967 | 28.5 |
| Crépuscule | 3 | 100 | 103 | 208 | 311 | 3.0 |
| Aurore | 1 | 41 | 42 | 68 | 110 | 1.1 |
| Lumière artificielle | 0 | 64 | 64 | 88 | 152 | 1.5 |
| Inconnu | 1 | 0 | 1 | 5 | 6 | 0.1 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET L'ÉTAT DE LA CHAUSSÉE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Sèche | 53 | 2416 | 2469 | 4080 | 6549 | 62.9 |
| Enneigée | 3 | 299 | 302 | 846 | 1148 | 11.0 |
| Glacée | 8 | 209 | 217 | 365 | 582 | 5.6 |
| Humide | 16 | 542 | 558 | 1083 | 1641 | 15.8 |
| Boueuse | 0 | 5 | 5 | 11 | 16 | 0.2 |
| Gravier ou Sable Mou | 2 | 38 | 40 | 41 | 81 | 0.8 |
| Neige Fondante | 4 | 108 | 112 | 241 | 353 | 3.4 |
| Huileuse | 0 | 2 | 2 | 0 | 2 | 0.0 |
| Inconnu | 0 | 14 | 14 | 20 | 34 | 0.3 |
| Autre | 0 | 0 | 0 | 1 | 1 | 0.0 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LE TYPE DE LA CHAUSSÉE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Asphalte | 70 | 3372 | 3442 | 6196 | 9638 | 92.6 |
| Gravier | 2 | 45 | 47 | 96 | 143 | 1.4 |
| Terre | 1 | 32 | 33 | 59 | 92 | 0.9 |
| Béton | 0 | 11 | 11 | 22 | 33 | 0.3 |
| Criblure | 13 | 169 | 182 | 307 | 489 | 4.7 |
| Inconnu | 0 | 3 | 3 | 4 | 7 | 0.1 |
| Autres | 0 | 1 | 1 | 4 | 5 | 0.0 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LES CONDITIONS MÉTÉOROLOGIQUES

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Clair | 53 | 2217 | 2270 | 3806 | 6076 | 58.4 |
| Nuageux | 16 | 781 | 797 | 1473 | 2270 | 21.8 |
| Pluie | 7 | 232 | 239 | 418 | 657 | 6.3 |
| Neige | 3 | 257 | 260 | 683 | 943 | 9.1 |
| Verglas / Grêle / Pluie / Verglaçant | 3 | 45 | 48 | 98 | 146 | 1.4 |
| Brouillard/Fumée/ Smog | 3 | 41 | 44 | 83 | 127 | 1.2 |
| Poudrerie / Poussière | 0 | 23 | 23 | 49 | 72 | 0.7 |
| Vent Fort | 1 | 7 | 8 | 18 | 26 | 0.2 |
| Inconnu | 0 | 30 | 30 | 60 | 90 | 0.9 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET L'ENDROIT

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Urbaine | 24 | 2262 | 2286 | 4077 | 6363 | 61.1 |
| Rurale | 62 | 1371 | 1433 | 2611 | 4044 | 38.9 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

**NOTE: CATÉGORIE URBAINE INCLUT TOUTES LES CITÉS, VILLES, ET VILLAGES INCORPORÉS.**

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LE COMTÉ

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Albert | 1 | 79 | 80 | 149 | 229 | 2.2 |
| Carleton | 7 | 122 | 129 | 282 | 411 | 3.9 |
| Charlotte | 4 | 84 | 88 | 268 | 356 | 3.4 |
| Gloucester | 12 | 495 | 507 | 560 | 1067 | 10.3 |
| Kent | 4 | 128 | 132 | 241 | 373 | 3.6 |
| Kings | 4 | 227 | 231 | 546 | 777 | 7.5 |
| Madawaska | 9 | 190 | 199 | 334 | 533 | 5.1 |
| Northumberland | 6 | 268 | 274 | 435 | 709 | 6.8 |
| Queens | 2 | 59 | 61 | 152 | 213 | 2.0 |
| Restigouche | 6 | 118 | 124 | 234 | 358 | 3.4 |
| Saint John | 4 | 444 | 448 | 733 | 1181 | 11.3 |
| Sunbury | 3 | 89 | 92 | 171 | 263 | 2.5 |
| Victoria | 5 | 107 | 112 | 242 | 354 | 3.4 |
| Westmorland | 11 | 802 | 813 | 1533 | 2346 | 22.5 |
| York | 8 | 421 | 429 | 808 | 1237 | 11.9 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LA CITÉ

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Bathurst | 3 | 118 | 121 | 106 | 227 | 5.5 |
| Campbellton | 1 | 16 | 17 | 67 | 84 | 2.1 |
| Edmundston | 1 | 93 | 94 | 139 | 233 | 5.8 |
| Fredericton | 3 | 291 | 294 | 500 | 794 | 19.7 |
| Miramichi | 3 | 113 | 116 | 174 | 290 | 7.2 |
| Moncton | 4 | 437 | 441 | 845 | 1286 | 31.9 |
| Saint John | 2 | 424 | 426 | 691 | 1117 | 27.7 |
| **TOTAL** | 17 | 1492 | 1509 | 2522 | 4031 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LA VILLE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Beresford | 0 | 26 | 26 | 26 | 52 | 3.0 |
| Bouctouche | 0 | 5 | 5 | 21 | 26 | 1.5 |
| Caraquet | 0 | 37 | 37 | 43 | 80 | 4.6 |
| Dalhousie | 0 | 9 | 9 | 22 | 31 | 1.8 |
| Dieppe | 0 | 93 | 93 | 208 | 301 | 17.5 |
| Grand Bay/Westfield | 0 | 10 | 10 | 23 | 33 | 1.9 |
| Grand Falls | 0 | 36 | 36 | 68 | 104 | 6.0 |
| Hampton | 0 | 18 | 18 | 34 | 52 | 3.0 |
| Hartland | 0 | 2 | 2 | 9 | 11 | 0.6 |
| Lamèque | 0 | 3 | 3 | 3 | 6 | 0.3 |
| Nackawic | 0 | 2 | 2 | 8 | 10 | 0.6 |
| Oromocto | 0 | 22 | 22 | 55 | 77 | 4.5 |
| Quispamsis | 0 | 35 | 35 | 71 | 106 | 6.2 |
| Richibucto | 0 | 5 | 5 | 13 | 18 | 1.0 |
| Riverview | 0 | 54 | 54 | 85 | 139 | 8.1 |
| Rothesay | 0 | 50 | 50 | 90 | 140 | 8.1 |
| Sackville | 0 | 14 | 14 | 14 | 28 | 1.6 |
| Saint -Léonard | 0 | 4 | 4 | 10 | 14 | 0.8 |
| Saint-Quentin | 0 | 9 | 9 | 23 | 32 | 1.9 |
| Shédiac | 0 | 19 | 19 | 51 | 70 | 4.1 |
| Shippagan | 0 | 16 | 16 | 38 | 54 | 3.1 |
| St. Andrews | 0 | 1 | 1 | 15 | 16 | 0.9 |
| St. George | 0 | 8 | 8 | 11 | 19 | 1.1 |
| St. Stephen | 0 | 9 | 9 | 27 | 36 | 2.1 |
| Sussex | 1 | 19 | 20 | 57 | 77 | 4.5 |
| Tracadie-Sheila | 0 | 54 | 54 | 68 | 122 | 7.1 |
| Woodstock | 1 | 22 | 23 | 44 | 67 | 3.9 |
| **TOTAL** | 2 | 582 | 584 | 1137 | 1721 | 100.0 |

# NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LE VILLAGE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Alma | 0 | 3 | 3 | 1 | 4 | 0.7 |
| Atholville | 1 | 3 | 4 | 13 | 17 | 2.8 |
| Baker Brook | 0 | 2 | 2 | 0 | 2 | 0.3 |
| Balmoral | 0 | 4 | 4 | 2 | 6 | 1.0 |
| Bas-Caraquet | 1 | 2 | 3 | 6 | 9 | 1.5 |
| Bath | 0 | 1 | 1 | 7 | 8 | 1.3 |
| Belledune | 0 | 8 | 8 | 9 | 17 | 2.8 |
| Bertrand | 0 | 1 | 1 | 11 | 12 | 2.0 |
| Blacks Harbour | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Blackville | 0 | 5 | 5 | 9 | 14 | 2.3 |
| Bristol | 0 | 1 | 1 | 5 | 6 | 1.0 |
| Cambridge Narrows | 0 | 1 | 1 | 3 | 4 | 0.7 |
| Cap Pelé | 0 | 9 | 9 | 6 | 15 | 2.5 |
| Centreville | 0 | 0 | 0 | 6 | 6 | 1.0 |
| Charlo | 0 | 4 | 4 | 5 | 9 | 1.5 |
| Chipman | 0 | 2 | 2 | 7 | 9 | 1.5 |
| Clair | 0 | 2 | 2 | 7 | 9 | 1.5 |
| Doaktown | 0 | 2 | 2 | 6 | 8 | 1.3 |
| Dorchester | 0 | 4 | 4 | 4 | 8 | 1.3 |
| Drummond | 0 | 1 | 1 | 3 | 4 | 0.7 |
| Eel River Crossing | 0 | 3 | 3 | 3 | 6 | 1.0 |
| Florenceville | 0 | 4 | 4 | 25 | 29 | 4.7 |
| Fredericton Junction | 0 | 0 | 0 | 1 | 1 | 0.2 |
| Gagetown | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Grand Manan | 2 | 7 | 9 | 25 | 34 | 5.6 |
| Grande-Anse | 1 | 4 | 5 | 4 | 9 | 1.5 |
| Hillsborough | 0 | 2 | 2 | 5 | 7 | 1.1 |
| Kedgwick | 0 | 1 | 1 | 7 | 8 | 1.3 |
| Lac-Baker | 0 | 0 | 0 | 2 | 2 | 0.3 |
| Le Goulet | 0 | 1 | 1 | 4 | 5 | 0.8 |
| Maisonnette | 0 | 2 | 2 | 2 | 4 | 0.7 |
| McAdam | 0 | 4 | 4 | 6 | 10 | 1.6 |
| Meductic | 0 | 1 | 1 | 0 | 1 | 0.2 |
| Memramcook | 0 | 12 | 12 | 22 | 34 | 5.6 |
| Millville | 0 | 1 | 1 | 1 | 2 | 0.3 |
| Minto | 0 | 4 | 4 | 9 | 13 | 2.1 |
| Neguac | 0 | 4 | 4 | 8 | 12 | 2.0 |
| New Maryland | 0 | 4 | 4 | 12 | 16 | 2.6 |
| Nigadoo | 0 | 3 | 3 | 5 | 8 | 1.3 |
| Norton | 0 | 2 | 2 | 6 | 8 | 1.3 |
| Pacquetville | 0 | 8 | 8 | 4 | 12 | 2.0 |
| Perth-Andover | 0 | 7 | 7 | 23 | 30 | 4.9 |
| Petit Rocher | 0 | 6 | 6 | 8 | 14 | 2.3 |
| Petitcodiac | 0 | 4 | 4 | 8 | 12 | 2.00 |

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Plaster Rock | 0 | 3 | 3 | 11 | 14 | 2.3 |
| Pointe-Verte | 0 | 2 | 2 | 1 | 3 | 0.5 |
| Port Elgin | 0 | 2 | 2 | 5 | 7 | 1.1 |
| Rexton | 0 | 5 | 5 | 9 | 14 | 2.3 |
| Riverside-Albert | 0 | 1 | 1 | 2 | 3 | 0.5 |
| Rivière-Verte | 0 | 3 | 3 | 3 | 6 | 1.0 |
| Rogersville | 0 | 4 | 4 | 11 | 15 | 2.5 |
| Saint-André (Mad.) | 0 | 1 | 1 | 2 | 3 | 0.5 |
| Saint-Antoine | 0 | 4 | 4 | 13 | 17 | 2.8 |
| Saint-François de Madawaska | 0 | 1 | 1 | 1 | 2 | 0.3 |
| Saint-Hilaire | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Saint-Léolin | 0 | 1 | 1 | 1 | 2 | 0.3 |
| Saint-Louis-de-Kent | 0 | 4 | 4 | 10 | 14 | 2.3 |
| Sainte-Anne-de-Madawaska | 0 | 1 | 1 | 9 | 10 | 1.6 |
| Sainte-Marie-Saint-Raphael (Gloucester) | 0 | 1 | 1 | 0 | 1 | 0.2 |
| Salisbury | 0 | 5 | 5 | 14 | 19 | 3.1 |
| St. Isidore | 0 | 2 | 2 | 3 | 5 | 0.8 |
| Stanley | 0 | 0 | 0 | 4 | 4 | 0.7 |
| Sussex Corner | 0 | 0 | 0 | 6 | 6 | 1.0 |
| Tide Head | 0 | 1 | 1 | 3 | 4 | 0.7 |
| Tracy | 0 | 2 | 2 | 1 | 3 | 0.5 |
| **TOTAL** | 5 | 188 | 193 | 418 | 611 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LE SERVICE DE POLICE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Police Municipale | 13 | 1252 | 1265 | 1928 | 3193 | 30.7 |
| G.R.C. | 73 | 2381 | 2454 | 4758 | 7212 | 69.3 |
| Autre ou sans indication | 0 | 0 | 0 | 2 | 2 | 0.0 |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LA CONFIGURATION DE L'ACCIDENT

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Sur la chaussée | 12 | 376 | 388 | 1381 | 1769 | 17.0 |
| Fosse de gauche | 18 | 460 | 478 | 662 | 1140 | 11.0 |
| Fosse de droite | 21 | 541 | 562 | 784 | 1346 | 12.9 |
| Train arrière | 1 | 916 | 917 | 1168 | 2085 | 20.0 |
| Angle droit | 11 | 702 | 713 | 1417 | 2130 | 20.5 |
| Coup de côté (même direction) | 0 | 33 | 33 | 106 | 139 | 1.3 |
| Coup de côté (direction opposée) | 2 | 79 | 81 | 157 | 238 | 2.3 |
| De front | 12 | 107 | 119 | 145 | 264 | 2.5 |
| Virage à gauche (de front) | 5 | 255 | 260 | 385 | 645 | 6.2 |
| Dépassement (virage à gauche) | 3 | 93 | 96 | 228 | 324 | 3.1 |
| Dépassement (virage à droite) | 1 | 47 | 48 | 166 | 214 | 2.1 |
| Autre | 0 | 15 | 15 | 70 | 85 | 0.8 |
| Inconnu | 0 | 9 | 9 | 19 | 28 | 0.3 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LA VITESSE MAXIMALE (KM/H)

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| 110 | 5 | 109 | 114 | 335 | 449 | 4.3 |
| 100 | 9 | 175 | 184 | 373 | 557 | 5.4 |
| 90 | 10 | 203 | 213 | 391 | 604 | 5.8 |
| 80 | 34 | 668 | 702 | 1195 | 1897 | 18.2 |
| 70 | 6 | 251 | 257 | 370 | 627 | 6.0 |
| 60 | 6 | 330 | 336 | 464 | 800 | 7.7 |
| 50 | 15 | 1645 | 1660 | 3042 | 4702 | 45.2 |
| Autres | 1 | 252 | 253 | 518 | 771 | 7.4 |
| | | | | | | |
| **TOTAL** | 86 | 3633 | 3719 | 6688 | 10407 | 100.0 |

## NOMBRE DE VICTIMES TUÉES SELON LA CATÉGORIE D'USAGERS DE LA ROUTE ET GROUPE D'ÂGE

| | 00 - 04 | 05 - 14 | 15 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | Plus de 65 | Sans indication | Total | Pourcentage |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| Conducteurs de véhicule à moteur | 0 | 0 | 6 | 7 | 7 | 12 | 7 | 8 | 5 | 0 | 52 | 54.7 |
| Passagers de véhicule à moteur | 0 | 7 | 4 | 4 | 2 | 2 | 1 | 3 | 3 | 0 | 26 | 27.4 |
| Piétons | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 9 | 9.5 |
| Cyclistes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2.1 |
| Motocyclistes (inclus passagers) | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 5 | 5.3 |
| Autre | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.1 |
| | | | | | | | | | | | | |
| **TOTAL** | 0 | 7 | 13 | 13 | 11 | 16 | 9 | 13 | 13 | 0 | 95 | 100.0 |

## NOMBRE DE VICTIMES BLESSÉES SELON LA CATÉGORIE D'USAGERS DE LA ROUTE ET GROUPE D'ÂGE

| | 00 - 04 | 05 - 14 | 15 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | Plus de 65 | Sans indication | Total | Pourcentage |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| Conducteurs de véhicule à moteur | 0 | 1 | 346 | 402 | 730 | 734 | 540 | 256 | 220 | 1 | 3230 | 58.0 |
| Passagers de véhicule à moteur | 77 | 248 | 347 | 281 | 270 | 168 | 159 | 91 | 133 | 87 | 1861 | 33.4 |
| Piétons | 3 | 37 | 25 | 10 | 21 | 21 | 16 | 14 | 23 | 5 | 175 | 3.1 |
| Cyclistes | 2 | 32 | 19 | 9 | 13 | 7 | 2 | 0 | 1 | 0 | 85 | 1.5 |
| Motocyclistes (inclus passagers) | 0 | 1 | 21 | 30 | 39 | 32 | 22 | 7 | 1 | 3 | 156 | 2.8 |
| Autre | 0 | 8 | 15 | 8 | 8 | 5 | 5 | 1 | 5 | 4 | 59 | 1.1 |
| Sans Indication | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.0 |
| | | | | | | | | | | | | |
| **TOTAL** | 82 | 327 | 773 | 741 | 1081 | 967 | 744 | 369 | 383 | 100 | 5567 | 100.0 |

## NOMBRE DE VICTIMES TUÉES ET BLESSÉES SELON LA CATÉGORIE D'USAGERS ET SEXE

| | VICTIMES TUEES | | | | VICTIMES BLESSEES | | | |
|---|---|---|---|---|---|---|---|---|
| | HOMMES | FEMMES | INCONNUE | TOTAL | HOMMES | FEMMES | INCONNUE | TOTAL |
| Conducteurs de Véhicule à Moteur | 41 | 11 | 0 | 52 | 1671 | 1558 | 1 | 3230 |
| Passagers de Véhicule à Moteur | 12 | 14 | 0 | 26 | 733 | 1116 | 12 | 1861 |
| Piétons | 7 | 2 | 0 | 9 | 80 | 94 | 1 | 175 |
| Cyclistes | 1 | 1 | 0 | 2 | 68 | 17 | 0 | 85 |
| Motocyclistes (inclus passagers) | 5 | 0 | 0 | 5 | 131 | 24 | 1 | 156 |
| Autre | 1 | 0 | 0 | 1 | 41 | 15 | 3 | 59 |
| Sans Indication | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **TOTAL** | 67 | 28 | 0 | 95 | 2725 | 2824 | 18 | 5567 |

## NOMBRE DE VICTIMES SELON LE MOIS

| | TUEES | BLESSEES | TOTAL | POURCENTAGE |
|---|---|---|---|---|
| Janvier | 3 | 510 | 513 | 9.1 |
| Février | 1 | 355 | 356 | 6.3 |
| Mars | 5 | 429 | 434 | 7.7 |
| Avril | 12 | 358 | 370 | 6.5 |
| Mai | 7 | 419 | 426 | 7.5 |
| Juin | 7 | 457 | 464 | 8.2 |
| Juillet | 11 | 520 | 531 | 9.4 |
| Août | 7 | 545 | 552 | 9.7 |
| Septembre | 3 | 449 | 452 | 8.0 |
| Octobre | 8 | 492 | 500 | 8.8 |
| Novembre | 16 | 447 | 463 | 8.2 |
| Décembre | 15 | 586 | 601 | 10.6 |
| **TOTAL** | 95 | 5567 | 5662 | 100.0 |

## NOMBRE DE VICTIMES SELON L'ENDROIT

| | TUÉES | BLESSÉES | TOTAL | POURCENTAGE |
|---|---|---|---|---|
| Urbaine | 29 | 3345 | 3374 | 59.6 |
| Rurale | 66 | 2222 | 2288 | 40.4 |
| **TOTAL** | 95 | 5567 | 5662 | 100.0 |

**NOTE: CATÉGORIE URBAINE INCLUT TOUTES LES CITÉS, VILLES, ET VILLAGES INCORPORÉS.**

## NOMBRE DE VICTIMES SELON L'ÂGE ET LE SEXE

| | VICTIMES TUÉES | | | | VICTIMES BLESSÉES | | | |
|---|---|---|---|---|---|---|---|---|
| | HOMMES | FEMMES | INCONNUE | TOTAL | HOMMES | FEMMES | INCONNUE | TOTAL |
| 00 - 04 Ans | 0 | 0 | 0 | 0 | 46 | 36 | 0 | 82 |
| 05 - 14 Ans | 2 | 5 | 0 | 7 | 178 | 149 | 0 | 327 |
| 15 - 19 Ans | 10 | 3 | 0 | 13 | 387 | 386 | 0 | 773 |
| 20 - 24 Ans | 9 | 4 | 0 | 13 | 420 | 321 | 0 | 741 |
| 25 - 34 Ans | 11 | 0 | 0 | 11 | 539 | 542 | 0 | 1081 |
| 35 - 44 Ans | 14 | 2 | 0 | 16 | 443 | 524 | 0 | 967 |
| 45 - 54 Ans | 6 | 3 | 0 | 9 | 345 | 399 | 0 | 744 |
| 55 - 64 Ans | 8 | 5 | 0 | 13 | 174 | 195 | 0 | 369 |
| Plus de 65 ans | 7 | 6 | 0 | 13 | 173 | 210 | 0 | 383 |
| Sans Indication | 0 | 0 | 0 | 0 | 20 | 62 | 18 | 100 |
| **TOTAL** | 67 | 28 | 0 | 95 | 2725 | 2824 | 18 | 5567 |

## NOMBRE DE VÉHICULES SELON LE GENRE ET LA CATÉGORIE D'ACCIDENT

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Voiture de tourisme | 73 | 4035 | 4108 | 6980 | 11088 | 63.4 |
| Camionnette de moins de 4500 kg | 21 | 913 | 934 | 1909 | 2843 | 16.3 |
| Fourgon/Fourgonnette de moins de 4500 kg. | 4 | 77 | 81 | 173 | 254 | 1.5 |
| Camion de 4500 kg et plus | 0 | 49 | 49 | 166 | 215 | 1.2 |
| Camion-tracteur sans remorque | 0 | 9 | 9 | 20 | 29 | 0.2 |
| Motocyclette | 5 | 142 | 147 | 23 | 170 | 1.0 |
| Bicyclette motorisée | 0 | 8 | 8 | 3 | 11 | 0.1 |
| Bicyclette | 2 | 87 | 89 | 0 | 89 | 0.5 |
| Autobus (de transport) urbain | 0 | 3 | 3 | 7 | 10 | 0.1 |
| Autobus (de transport) interurbain | 0 | 2 | 2 | 4 | 6 | 0.0 |
| Autobus scolaire | 0 | 14 | 14 | 33 | 47 | 0.3 |
| Ambulance/Police/Feu | 2 | 18 | 20 | 23 | 43 | 0.2 |
| Auto-maison | 0 | 8 | 8 | 14 | 22 | 0.1 |
| Motoneige | 1 | 6 | 7 | 4 | 11 | 0.1 |
| Véhicule d'entretien ou de construction | 0 | 9 | 9 | 42 | 51 | 0.3 |
| Véhicule agricole | 0 | 6 | 6 | 15 | 21 | 0.1 |
| Véhicule non autorisé | 0 | 21 | 21 | 9 | 30 | 0.2 |
| Véhicules utilitaires/Fourgonnette pour voyageurs | 12 | 708 | 720 | 1364 | 2084 | 11.9 |
| Camion-Tracteur avec remorque | 10 | 97 | 107 | 290 | 397 | 2.3 |
| Inconnu | 0 | 8 | 8 | 44 | 52 | 0.3 |
| Autre | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Autre type d'autobus | 1 | 1 | 2 | 3 | 5 | 0.0 |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

## NOMBRE DE VÉHICULES SELON LA CATÉGORIE ET LA CONDITION DU VÉHICULE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Sans défaut apparent | 126 | 6018 | 6144 | 10776 | 16920 | 96.8 |
| Freins défectueux | 2 | 31 | 33 | 30 | 63 | 0.4 |
| Vision obstruée/obscurcie | 1 | 83 | 84 | 176 | 260 | 1.5 |
| Direction défectueuse | 0 | 6 | 6 | 7 | 13 | 0.1 |
| Défaut de suspension/roue | 0 | 6 | 6 | 21 | 27 | 0.2 |
| Pneus défectueux | 2 | 27 | 29 | 31 | 60 | 0.3 |
| Attelage/connexion défectueux | 0 | 6 | 6 | 11 | 17 | 0.1 |
| Moteur propulsion | 0 | 8 | 8 | 29 | 37 | 0.2 |
| Capot/porte ouverte | 0 | 1 | 1 | 2 | 3 | 0.0 |
| Couleur du véhicule/saleté/enneige | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Mouvement en fermeture de canif | 0 | 8 | 8 | 23 | 31 | 0.2 |
| Modification du véhicule | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Déplacement de la charge | 0 | 14 | 14 | 10 | 24 | 0.1 |
| Véhicule de dimension excédentaire | 0 | 0 | 0 | 8 | 8 | 0.0 |
| Phares défectueux | 0 | 8 | 8 | 0 | 8 | 0.0 |
| Feux arrières défectueux | 0 | 4 | 4 | 1 | 5 | 0.0 |
| | | | | | | |
| TOTAL | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

**DÉCLARÉE, LE VÉHICULE EST PRESUMÉ NE PRÉSENTER « AUCUN DÉFAUT APPARENT » .**

## NOMBRE DE VÉHICULES SELON LA CATÉGORIE D'ACCIDENT ET MOUVEMENT DU VÉHICULE AVANT COLLISION

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Avançait en ligne droite | 106 | 3857 | 3963 | 6485 | 10448 | 59.8 |
| Tournait à droite | 0 | 159 | 159 | 411 | 570 | 3.3 |
| Tournait à gauche | 12 | 632 | 644 | 1175 | 1819 | 10.4 |
| Faisait demi-tour | 1 | 20 | 21 | 27 | 48 | 0.3 |
| Quittait un stationnement | 1 | 60 | 61 | 195 | 256 | 1.5 |
| Entrait en stationnement | 0 | 3 | 3 | 17 | 20 | 0.1 |
| Se mettait en marche en pleine circulation | 1 | 185 | 186 | 264 | 450 | 2.6 |
| Ralentissait/S'arrêtait | 0 | 347 | 347 | 528 | 875 | 5.0 |
| Arrêt en pleine circulation | 3 | 637 | 640 | 835 | 1475 | 8.4 |
| En stationnement légal | 1 | 42 | 43 | 296 | 339 | 1.9 |
| En stationnement illégal | 0 | 18 | 18 | 28 | 46 | 0.3 |
| Changeait de voie | 0 | 42 | 42 | 155 | 197 | 1.1 |
| Dépassait | 6 | 129 | 135 | 233 | 368 | 2.1 |
| Entrait en file | 0 | 25 | 25 | 41 | 66 | 0.4 |
| Reculait | 0 | 61 | 61 | 397 | 458 | 2.6 |
| Inconnu | 0 | 2 | 2 | 37 | 39 | 0.2 |
| Autre | 0 | 3 | 3 | 3 | 6 | 0.0 |
| | | | | | | |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

**NOTE : CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR BICYCLETTES.**

## NOMBRE DE VÉHICULES SELON LA CATÉGORIE D'ACCIDENT ET DE VÉHICULE REMORQUE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Tente-roulotte | 0 | 18 | 18 | 14 | 32 | 0.2 |
| Roulotte de vacances | 0 | 7 | 7 | 18 | 25 | 0.1 |
| Remorque à bateau | 0 | 1 | 1 | 4 | 5 | 0.0 |
| Remorque utilitaire | 2 | 24 | 26 | 55 | 81 | 0.5 |
| Véhicule à moteur remorque | 0 | 4 | 4 | 7 | 11 | 0.1 |
| Semi-remorque surbaissée | 0 | 13 | 13 | 28 | 41 | 0.2 |
| Semi-remorque (simple) | 8 | 75 | 83 | 229 | 312 | 1.8 |
| Remorque double | 1 | 5 | 6 | 8 | 14 | 0.1 |
| Citerne-pétrole ou autre | 1 | 2 | 3 | 10 | 13 | 0.1 |
| Véhicule à surdimension sans voiture pilote | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Véhicule à surdimension avec voiture pilote | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Sans objet | 119 | 6063 | 6182 | 10703 | 16885 | 96.6 |
| Inconnu | 0 | 6 | 6 | 39 | 45 | 0.3 |
| Autre | 0 | 1 | 1 | 0 | 1 | 0.0 |
| Équipement agricole | 0 | 3 | 3 | 10 | 13 | 0.1 |
| | | | | | | |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

**NOTE : CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR BICYCLETTES.**

## NOMBRE DE VÉHICULES SELON L'ANNÉE DU VÉHICULE ET GRAVITÉ DE L'ACCIDENT

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Modèle 2002 | 0 | 26 | 26 | 65 | 91 | 0.5 |
| Modèle 2001 | 10 | 324 | 334 | 640 | 974 | 5.6 |
| Modèle 2000 | 5 | 490 | 495 | 1027 | 1522 | 8.7 |
| Modèle 1999 | 10 | 430 | 440 | 903 | 1343 | 7.7 |
| Modèle 1998 | 11 | 454 | 465 | 884 | 1349 | 7.7 |
| Modèle 1997 | 10 | 397 | 407 | 789 | 1196 | 6.8 |
| Modèle 1996 | 8 | 337 | 345 | 606 | 951 | 5.4 |
| Modèle 1995 | 9 | 406 | 415 | 766 | 1181 | 6.8 |
| Modèle 1994 | 9 | 376 | 385 | 707 | 1092 | 6.2 |
| Modèle 1993 | 5 | 373 | 378 | 679 | 1057 | 6.0 |
| Modèle 1992 | 6 | 430 | 436 | 757 | 1193 | 6.8 |
| Modèle 1991 ou plus ancien | 45 | 2022 | 2067 | 3158 | 5225 | 29.9 |
| Autre ou sans indication | 3 | 157 | 160 | 146 | 306 | 1.8 |
| **TOTAL** | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

## NOMBRE DE VÉHICULES SELON L'ASSURANCE ET LA JURISDICTION

| | N.-B. | AUTRE | SANS INDICATION | TOTAL | POURCENTAGE |
|---|---|---|---|---|---|
| Assuré | 16196 | 800 | 19 | 17015 | 97.3 |
| Non assuré | 175 | 16 | 5 | 196 | 1.1 |
| Sans indication | 44 | 131 | 94 | 269 | 1.5 |
| **TOTAL** | 16415 | 947 | 118 | 17480 | 100.0 |

**NOTE : CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR BICYCLETTES.**

## NOMBRE DE CONDUCTEURS SELON LE SEXE ET LA CATÉGORIE D'ACCIDENT

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Hommes | 104 | 3795 | 3899 | 6999 | 10898 | 63.7 |
| Femmes | 26 | 2315 | 2341 | 3669 | 6010 | 35.2 |
| Inconnu ou sans indication | 0 | 52 | 52 | 135 | 187 | 1.1 |
| | | | | | | |
| TOTAL | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

**NOTE: CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR LES CYCLISTES ET LES CONDUCTEURS DE VÉHICULES TOUT-TERRAIN.**

## NOMBRE DE CONDUCTEURS SELON L'ÂGE ET LA CATÉGORIE D'ACCIDENT

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| 15 et Moins | 0 | 42 | 42 | 10 | 52 | 0.3 |
| 16 - 19 | 12 | 572 | 584 | 883 | 1467 | 8.6 |
| 20-24 | 17 | 812 | 829 | 1385 | 2214 | 13.0 |
| 25-34 | 25 | 1304 | 1329 | 2235 | 3564 | 20.8 |
| 35-44 | 22 | 1322 | 1344 | 2256 | 3600 | 21.1 |
| 45-54 | 19 | 1017 | 1036 | 1858 | 2894 | 16.9 |
| 55-64 | 23 | 528 | 551 | 1001 | 1552 | 9.1 |
| 65 et Plus | 11 | 501 | 512 | 1026 | 1538 | 9.0 |
| Sans indication | 1 | 64 | 65 | 149 | 214 | 1.3 |
| | | | | | | |
| TOTAL | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

## NOMBRE DE CONDUCTEURS SELON LA CATÉGORIE ET LA CONDITION HUMAINE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| D'apparence normale | 96 | 5404 | 5500 | 9990 | 15490 | 90.6 |
| Avait bu | 14 | 149 | 163 | 126 | 289 | 1.7 |
| Conduite avec facultés affaiblies | 7 | 130 | 137 | 110 | 247 | 1.4 |
| Fatigue extrême | 0 | 29 | 29 | 44 | 73 | 0.4 |
| S'est endormi au volant | 6 | 81 | 87 | 67 | 154 | 0.9 |
| Inexpérience/confusion | 6 | 313 | 319 | 431 | 750 | 4.4 |
| Perte de connaissance | 0 | 19 | 19 | 5 | 24 | 0.1 |
| Incapacité physique | 0 | 8 | 8 | 12 | 20 | 0.1 |
| Médicaments prescrits | 0 | 7 | 7 | 5 | 12 | 0.1 |
| Stupéfiants (illégaux) | 0 | 5 | 5 | 3 | 8 | 0.0 |
| Maladie | 1 | 16 | 17 | 10 | 27 | 0.2 |
| Heures de service excessives | 0 | 1 | 1 | 0 | 1 | 0.0 |
| **TOTAL** | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

**NOTE: SI AUCUNE DÉFECTUOSITÉ PARTICULIÈRE N'EST DÉCLARÉE, LE CONDUCTEUR, EST PRÉSUMÉ « D'APPARENCE NORMALE » .**

## NOMBRE DE CONDUCTEURS SELON LA CATÉGORIE ET L'ACTION HUMAINE

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| | | | | | | |
| Aucune fausse manoeuvre apparente de conducteur | 64 | 3132 | 3196 | 5819 | 9015 | 52.7 |
| Inattention du conducteur | 16 | 1814 | 1830 | 3076 | 4906 | 28.7 |
| Distraction du conducteur | 5 | 143 | 148 | 220 | 368 | 2.2 |
| N'a pas cédé la priorité | 5 | 306 | 311 | 530 | 841 | 4.9 |
| N'a pas tenu compte de la signalisation | 2 | 92 | 94 | 105 | 199 | 1.2 |
| Suivait de trop près | 0 | 72 | 72 | 127 | 199 | 1.2 |
| Vitesse excessive pour l'état de la route | 21 | 256 | 277 | 373 | 650 | 3.8 |
| Dépassait vitesse maximale | 12 | 66 | 78 | 62 | 140 | 0.8 |
| Mauvais virage | 0 | 25 | 25 | 70 | 95 | 0.6 |
| Dépassement fautif/mauvaise voie | 2 | 33 | 35 | 61 | 96 | 0.6 |
| Reculait sans conditions de sécurité | 0 | 12 | 12 | 80 | 92 | 0.5 |
| N'a pas donné de signal | 0 | 5 | 5 | 18 | 23 | 0.1 |
| Mauvaise direction | 1 | 6 | 7 | 6 | 13 | 0.1 |
| Mouvement d'évitement | 0 | 137 | 137 | 192 | 329 | 1.9 |
| Traversé ligne médiane | 2 | 63 | 65 | 64 | 129 | 0.8 |
| | | | | | | |
| **TOTAL** | 130 | 6162 | 6292 | 10803 | 17095 | 100.0 |

## NOMBRE DE CONDUCTEURS TUÉS ET BLESSÉS ET ÉQUIPEMENT DE SÉCURITÉ UTILISÉ

| | BLESSURE MINEURE | BLESSURE MOYENNE | BLESSURE MAJEURE | SUR PLACE OU AMBUL. | DANS LES 48 HEURES | DANS LES 30 JOURS | SANS INDICATION | TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|---|---|---|
| Ceinture sous-abdominale et diagonale | 831 | 1800 | 155 | 13 | 6 | 4 | 4 | 2813 | 79.4 |
| Ceinture sous-abdominale | 2 | 10 | 0 | 1 | 0 | 0 | 0 | 13 | 0.4 |
| Ceinture et coussins d'air | 16 | 76 | 16 | 0 | 1 | 0 | 0 | 109 | 3.1 |
| Coussins d'air | 13 | 35 | 5 | 0 | 1 | 1 | 0 | 55 | 1.6 |
| Ceintures passives | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.0 |
| Casque | 22 | 87 | 34 | 4 | 3 | 0 | 2 | 152 | 4.3 |
| Aucun disponible | 7 | 23 | 7 | 1 | 0 | 0 | 0 | 38 | 1.1 |
| Disponible/pas utilisé | 23 | 95 | 44 | 18 | 3 | 1 | 0 | 184 | 5.2 |
| Sans indication | 41 | 95 | 27 | 2 | 1 | 0 | 13 | 179 | 5.1 |
| **TOTAL** | 955 | 2221 | 289 | 39 | 15 | 6 | 19 | 3544 | 100.0 |

**NOTE: CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR LES CYCLISTES BLESSÉS.**

## NOMBRE DE PIÉTONS VICTIMES SELON L'ENDROIT

| | TUÉES | BLESSÉES | TOTAL | POURCENTAGE |
|---|---|---|---|---|
| Urbaine | 5 | 151 | 156 | 84.8 |
| Rurale | 4 | 24 | 28 | 15.2 |
| **TOTAL** | 9 | 175 | 184 | 100.0 |

**NOTE: CATÉGORIE URBAINE INCLUT TOUS LES CITÉS, VILLES, ET VILLAGES INCORPORÉS.**

## NOMBRE DE PIÉTONS VICTIMES SELON LE MOUVEMENT DES PIÉTONS ET CATÉGORIE D'ÂGE

| | 00 - 04 | 05 - 14 | 15 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | Plus de 65 | Sans indication | Total | Pourcentage |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| A l'intersection, traversait au signal | 1 | 2 | 2 | 2 | 7 | 1 | 2 | 0 | 2 | 0 | 19 | 10.3 |
| A l'intersection, traversait sans signal | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 1.6 |
| A l'intersection, traversait à un passage *pour piétons*, sans signal | 1 | 2 | 2 | 2 | 1 | 1 | 3 | 3 | 6 | 0 | 21 | 11.4 |
| A l'intersection, traversait ailleurs qu'à un passage pour piétons, sans signal | 3 | 4 | 2 | 2 | 1 | 4 | 4 | 2 | 3 | 0 | 25 | 13.6 |
| Entre intersections, traversait à un passage pour piétons | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 2.2 |
| Entre intersections, traversait ailleurs qu'à un passage pour piétons | 1 | 7 | 1 | 1 | 2 | 3 | 1 | 3 | 11 | 0 | 30 | 16.3 |
| Marchait sur la chaussée dans le sens de la circulation | 0 | 4 | 5 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 15 | 8.2 |
| Marchait sur la chaussée dans le sens inverse de la circulation | 0 | 2 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 9 | 4.9 |
| Objet - a surgi devant ou derrière un véhicule - un objet stationné | 0 | 1 | 1 | 0 | 2 | 4 | 0 | 1 | 2 | 0 | 11 | 6.0 |
| Courait sur la chaussée | 2 | 11 | 6 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 24 | 13.0 |
| Montait/descendait d'un autobus scolaire | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Montait/descendait d'un véhicule autre qu'un autobus scolaire | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.5 |
| Sur le trottoir, l'accotement, le boulevard (non sur la chaussée) | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 1 | 3 | 0 | 10 | 5.4 |
| Poussait un véhicule/travaillait sur un véhicule | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1.1 |
| Jouait sur la chaussée | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Entendu sur la chaussée | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1.1 |
| Faisait de l'auto-stop | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Travaillait sur la chaussée | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0.5 |
| Inconnu | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1.1 |
| Autre | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1.1 |
| | | | | | | | | | | | | |
| **TOTAL** | 8 | 37 | 27 | 11 | 21 | 22 | 16 | 14 | 28 | 0 | 184 | 100.0 |

## NOMBRE DE PIÉTONS VICTIMES SELON LA GRAVITÉ ET LE GENRE D'INTERSECTION

| | TUÉES | BLESSÉES | TOTAL | POURCENTAGE |
|---|---|---|---|---|
| **À L'INTERSECTION DE :** | | | | |
| | | | | |
| Route provinciale | 0 | 9 | 9 | 4.9 |
| Route urbaine | 0 | 92 | 92 | 50.0 |
| Voie d'accès commerciale | 0 | 8 | 8 | 4.3 |
| Voie d'accès privés | 2 | 11 | 13 | 7.1 |
| Sans objet | 7 | 55 | 62 | 33.7 |
| | | | | |
| **TOTAL** | 9 | 175 | 184 | 100.0 |

## NOMBRE DE PIÉTONS VICTIMES SELON LA GRAVITÉ ET INSTALLATIONS PARTICULIÈRES

| | TUÉES | BLESSÉES | TOTAL | POURCENTAGE |
|---|---|---|---|---|
| **À L'INTERSECTION DE :** | | | | |
| | | | | |
| Passage supérieur - pont | 0 | 1 | 1 | 0.5 |
| Sans objet | 9 | 174 | 183 | 99.5 |
| | | | | |
| **TOTAL** | 9 | 175 | 184 | 100.0 |

## NOMBRE DE CAS SELON L'ÂGE DU CONDUCTEUR ET LA CONDITION HUMAINE

| PRINCIPAUX FACTEURS DÉTERMINANTS DANS LA CAUSE DES ACCIDENTS | MOINS 16 | 16 | 17 | 18 | 19 | 20 | 21 - 25 | 26 - 35 | 36 - 45 | 46 - 55 | 56 - 65 | PLUS DE 65 | SANS INDICATION | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inattention du conducteur | 31 | 41 | 176 | 195 | 186 | 182 | 739 | 1058 | 1033 | 747 | 403 | 631 | 56 | 5478 |
| Distraction du conducteur | 2 | 14 | 35 | 28 | 30 | 24 | 110 | 181 | 176 | 140 | 71 | 101 | 4 | 916 |
| Avait bu | 0 | 1 | 3 | 11 | 11 | 14 | 66 | 65 | 69 | 36 | 13 | 4 | 6 | 299 |
| Conduite avec facultés affaiblies | 1 | 0 | 1 | 6 | 9 | 15 | 34 | 70 | 58 | 34 | 15 | 10 | 3 | 256 |
| Fatigue extrême | 0 | 1 | 2 | 3 | 6 | 6 | 15 | 15 | 17 | 7 | 10 | 10 | 2 | 94 |
| S'est endormi au volant | 1 | 2 | 5 | 3 | 16 | 15 | 44 | 34 | 27 | 30 | 17 | 16 | 5 | 215 |
| Inexpérience/confusion | 8 | 42 | 113 | 102 | 72 | 47 | 117 | 74 | 58 | 54 | 22 | 63 | 3 | 775 |
| Perte de connaissance | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 6 | 4 | 6 | 7 | 0 | 33 |
| Incapacité physique | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 2 | 13 | 0 | 23 |
| Médicaments prescrits | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 6 | 2 | 1 | 5 | 0 | 22 |
| Stupéfiants (illégaux) | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 6 | 8 | 0 | 0 | 0 | 1 | 20 |
| Maladie | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 4 | 6 | 5 | 11 | 0 | 34 |
| Heures de service excessives | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| | | | | | | | | | | | | | | |
| **TOTAL** | 43 | 101 | 337 | 349 | 333 | 306 | 1136 | 1517 | 1466 | 1064 | 565 | 871 | 80 | 8168 |

## NOMBRE DE CAS SELON L'ÂGE DU CONDUCTEUR ET L'ACTION HUMAINE

| PRINCIPAUX FACTEURS DÉTERMINANTS DANS LA CAUSE DES ACCIDENTS | MOINS 16 | 16 | 17 | 18 | 19 | 20 | 21 - 25 | 26 - 35 | 36 - 45 | 46 - 55 | 56 - 65 | PLUS DE 65 | SANS INDICATION | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| N'a pas cédé la priorité | 13 | 11 | 57 | 58 | 61 | 41 | 231 | 285 | 301 | 255 | 156 | 311 | 13 | 1793 |
| N'a pas tenu compte de la signalisation | 1 | 1 | 6 | 9 | 10 | 9 | 49 | 86 | 78 | 57 | 29 | 47 | 5 | 387 |
| Suivait de trop près | 0 | 0 | 24 | 18 | 12 | 27 | 79 | 128 | 109 | 77 | 36 | 31 | 9 | 550 |
| Vitesse excessive pour l'état de la route | 0 | 10 | 37 | 45 | 31 | 45 | 150 | 196 | 159 | 112 | 40 | 32 | 18 | 875 |
| Dépassait vitesse maximale | 2 | 9 | 13 | 14 | 19 | 21 | 55 | 61 | 22 | 13 | 4 | 4 | 7 | 244 |
| Mauvais virage | 3 | 1 | 6 | 4 | 5 | 8 | 13 | 40 | 45 | 36 | 21 | 37 | 2 | 221 |
| Dépassement fautif/mauvaise voie | 0 | 4 | 5 | 8 | 9 | 7 | 30 | 45 | 35 | 40 | 26 | 20 | 6 | 235 |
| Reculait sans conditions de sécurité | 1 | 0 | 4 | 6 | 4 | 5 | 18 | 36 | 53 | 32 | 26 | 20 | 3 | 208 |
| Confusion - erreur ou confusion de piéton | 0 | 1 | 1 | 1 | 0 | 4 | 15 | 13 | 14 | 10 | 8 | 9 | 0 | 76 |
| N'a pas donné de signal | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 13 | 7 | 8 | 5 | 4 | 0 | 43 |
| Mauvaise direction | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 2 | 1 | 5 | 2 | 25 |
| Mouvement d'évitement | 0 | 10 | 21 | 23 | 20 | 17 | 61 | 96 | 82 | 62 | 22 | 17 | 1 | 432 |
| Traverse ligne médiane | 1 | 1 | 8 | 5 | 12 | 11 | 33 | 59 | 54 | 42 | 28 | 32 | 16 | 302 |
| **TOTAL** | 24 | 48 | 182 | 193 | 183 | 197 | 740 | 1062 | 963 | 746 | 402 | 569 | 82 | 5391 |

## NOMBRE DE CAS SELON LA CATÉGORIE ET LA CONDITION HUMAINE

| PRINCIPAUX FACTEURS DÉTERMINANTS DANS LA CAUSE DES ACCIDENTS | MORTELS | BLESSURES CORPORELLES | DOMMAGES MATÉRIELS | TOTAL |
|---|---|---|---|---|
| | | | | |
| Inattention du conducteur | 19 | 2027 | 3423 | 5469 |
| Distraction du conducteur | 5 | 384 | 527 | 916 |
| Avait bu | 14 | 154 | 130 | 298 |
| Conduite avec facultés affaiblies | 7 | 132 | 116 | 255 |
| Fatigue extrême | 2 | 38 | 54 | 94 |
| S'est endormi au volant | 7 | 117 | 90 | 214 |
| Inexpérience/confusion | 7 | 330 | 438 | 775 |
| Perte de connaissance | 1 | 24 | 8 | 33 |
| Incapacité physique | 0 | 9 | 14 | 23 |
| Médicaments prescrits | 0 | 11 | 11 | 22 |
| Stupéfiants (illégaux) | 2 | 11 | 7 | 20 |
| Maladie | 1 | 21 | 12 | 34 |
| Heures de service excessives | 0 | 2 | 1 | 3 |
| | | | | |
| TOTAL | 65 | 3260 | 4831 | 8156 |

## NOMBRE DE CAS IMPLIQUANT DES OBJETS MOBILES SELON LA CATÉGORIE

| | MORTELS | BLESSURES CORPORELLES | DOMMAGES MATÉRIELS | TOTAL |
|---|---|---|---|---|
| | | | | |
| Un autre véhicule | 74 | 4781 | 8511 | 13366 |
| Animal | 1 | 104 | 893 | 998 |
| Piéton | 9 | 166 | 5 | 180 |
| Cycliste | 2 | 87 | 2 | 91 |
| Machinerie agricole | 0 | 3 | 6 | 9 |
| Machinerie d'entretien | 0 | 3 | 8 | 11 |
| Machinerie de construction | 0 | 0 | 8 | 8 |
| Train | 0 | 2 | 4 | 6 |
| Autre objet mobile | 0 | 4 | 8 | 12 |
| Débris | 2 | 23 | 78 | 103 |
| | | | | |
| **TOTAL** | 88 | 5173 | 9523 | 14784 |

## NOMBRE DE CAS SELON LA CATÉGORIE ET L'ACTION HUMAINE

| PRINCIPAUX FACTEURS DÉTERMINANTS DANS LA CAUSE DES ACCIDENTS | MORTELS | BLESSURES CORPORELLES | DOMMAGES MATÉRIELS | TOTAL |
|---|---|---|---|---|
| | | | | |
| N'a pas cédé la priorité | 13 | 654 | 1126 | 1793 |
| N'a pas tenu compte de la signalisation | 5 | 174 | 207 | 386 |
| Suivait de trop près | 0 | 211 | 339 | 550 |
| Vitesse excessive pour l'état de la route | 24 | 327 | 523 | 874 |
| Dépassait vitesse maximale | 20 | 118 | 106 | 244 |
| Mauvais virage | 1 | 62 | 158 | 221 |
| Dépassement fautif/mauvaise voie | 5 | 78 | 152 | 235 |
| Reculait sans conditions de sécurité | 0 | 25 | 183 | 208 |
| Erreur ou confusion de piéton | 8 | 59 | 9 | 76 |
| N'a pas donné de signal | 0 | 10 | 33 | 43 |
| Mauvaise direction | 1 | 9 | 14 | 24 |
| Mouvement d'évitement | 1 | 185 | 246 | 432 |
| Traversé ligne médiane | 12 | 136 | 153 | 301 |
| | | | | |
| TOTAL | 90 | 2048 | 3249 | 5387 |

## NOMBRE DE CAS IMPLIQUANT DES ÉVÉNEMENTS DE NON-COLLISION SELON LA CATÉGORIE

| | MORTELS | BLESSURES CORPORELLES | DOMMAGES MATÉRIELS | TOTAL |
|---|---|---|---|---|
| | | | | |
| A quitté la chaussée | 63 | 1248 | 1589 | 2900 |
| A capoté | 27 | 459 | 440 | 926 |
| Incendie/explosion | 0 | 10 | 50 | 60 |
| Immersion | 0 | 2 | 1 | 3 |
| Dérapage/glissement | 29 | 921 | 1402 | 2352 |
| Renversement/déversement de charge | 0 | 20 | 23 | 43 |
| | | | | |
| TOTAL | 119 | 2660 | 3505 | 6284 |

## NOMBRE DE CAS SELON LA CATÉGORIE ET LA CONDITION DE L'ENVIRONNEMENT

| PRINCIPAUX FACTEURS DÉTERMINANTS DANS LA CAUSE DES ACCIDENTS | MORTELS | BLESSURES CORPORELLES | DOMMAGES MATÉRIELS | TOTAL |
|---|---|---|---|---|
| | | | | |
| Action d'animal (chevreuil) | 0 | 56 | 638 | 694 |
| Action d'animal (orignal) | 1 | 81 | 243 | 325 |
| Action d'animal (autre) | 0 | 40 | 120 | 160 |
| Chaussée glissante | 16 | 586 | 1242 | 1844 |
| Gravier meuble | 1 | 6 | 14 | 21 |
| Amoncellement de neige | 0 | 32 | 98 | 130 |
| Obstruction/Débris | 0 | 22 | 81 | 103 |
| Visibilité obstruée/limitée | 2 | 148 | 262 | 412 |
| Éblouissement | 3 | 83 | 118 | 204 |
| Zone de construction | 1 | 11 | 30 | 42 |
| Chaussée brisée | 0 | 1 | 21 | 22 |
| Accotement brisé/inadéquat | 1 | 7 | 10 | 18 |
| Marquage de voie inadéquat sur la chaussée | 0 | 4 | 21 | 25 |
| Dispositif de signalisation hors d'usage | 0 | 0 | 1 | 1 |
| Vent traversier | 1 | 11 | 24 | 36 |
| Aquaplanage | 2 | 28 | 49 | 79 |
| Véhicule pas impliqué | 1 | 130 | 213 | 344 |
| Piéton pas impliqué | 0 | 17 | 37 | 54 |
| Autre accident | 0 | 27 | 41 | 68 |
| | | | | |
| TOTAL | 29 | 1290 | 3263 | 4582 |

# NOMBRE DE CAS SELON LA CATÉGORIE ET LA CONDITION DU VÉHICULE

| PRINCIPAUX FACTEURS DÉTERMINANTS DANS LA CAUSE DES ACCIDENTS | MORTELS | BLESSURES CORPORELLES | DOMMAGES MATÉRIELS | TOTAL |
|---|---|---|---|---|
| Freins défectueux | 2 | 32 | 29 | 63 |
| Vision obstruée/obscurcie | 1 | 84 | 176 | 261 |
| Direction défectueuse | 0 | 6 | 7 | 13 |
| Défaut de suspension/roue | 0 | 8 | 22 | 30 |
| Pneus défectueux | 2 | 28 | 32 | 62 |
| Attelage/connexion défectueux | 0 | 6 | 11 | 17 |
| Moteur/propulsion | 0 | 8 | 28 | 36 |
| Capot/porte ouverte | 0 | 1 | 2 | 3 |
| Couleur du véhicule/saleté/enneigé | 0 | 1 | 1 | 2 |
| Mouvement en fermeture de canif | 0 | 10 | 26 | 36 |
| Modification du véhicule | 0 | 1 | 1 | 2 |
| Échappement | 0 | 0 | 1 | 1 |
| Déplacement de la charge | 0 | 14 | 10 | 24 |
| Véhicule de dimension excédentaire | 0 | 0 | 8 | 8 |
| Système électrique | 0 | 1 | 28 | 29 |
| Phares défectueux | 0 | 9 | 0 | 9 |
| Feux arrières défectueux | 0 | 5 | 1 | 6 |
| TOTAL | 5 | 214 | 383 | 602 |

## NOMBRE DE PASSAGERS TUÉS ET BLESSÉS ET ÉQUIPEMENT DE SÉCURITÉ UTILISÉ

| | BLESSURE MINEURE | BLESSURE MOYENNE | BLESSURE MAJEURE | SUR PLACE OU AMBUL | DANS LES 48 HEURES | DANS LES 30 JOURS | SANS INDICATION | TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|---|---|---|
| Ceinture sous-abdominale et diagonale | 349 | 886 | 71 | 5 | 4 | 0 | 0 | 1315 | 68.7 |
| Ceinture sous-abdominal | 54 | 92 | 9 | 0 | 0 | 1 | 0 | 156 | 8.1 |
| Ceinture et coussins d'air | 10 | 23 | 0 | 1 | 1 | 0 | 0 | 35 | 1.8 |
| Coussins d'air | 5 | 8 | 3 | 0 | 0 | 0 | 0 | 16 | 0.8 |
| Ceintures passives | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0.1 |
| Retenue d'enfant | 15 | 41 | 0 | 0 | 0 | 0 | 0 | 56 | 2.9 |
| Casque | 4 | 9 | 4 | 0 | 0 | 0 | 0 | 17 | 0.9 |
| Aucun disponible | 18 | 54 | 9 | 4 | 0 | 0 | 0 | 85 | 4.4 |
| Disponible/pas utilisé | 22 | 77 | 38 | 5 | 4 | 1 | 0 | 147 | 7.7 |
| Sans indication | 14 | 52 | 16 | 0 | 0 | 0 | 4 | 86 | 4.5 |
| **TOTAL** | 492 | 1243 | 150 | 15 | 9 | 2 | 4 | 1915 | 100.0 |
| **POURCENTAGE** | 25.4 | 65.2 | 7.8 | 1.0 | 0.2 | 0.1 | 0.4 | | |

**NOTE: CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR LES PASSAGERS DE BICYCLETTE TUÉS ET BLESSÉS.**

## NOMBRE DE VICTIMES SELON LA POSITION DANS/SUR LE VÉHICULE ET L'ÉQUIPEMENT DE SÉCURITÉ UTILISÉ

| | CONDUCTEUR | PASS 2 | PASS 3 | PASS 4 | PASS 5 | PASS 6 | PASS 7 | PASS 8 | PASS 9 | PASS 10 | SUR LE VÉHICULE | PIÉTON | SANS INDICATION | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ceinture sous-abdominale et diagonale | 2813 | 0 | 1036 | 90 | 0 | 132 | 29 | 0 | 28 | 0 | 0 | 0 | 5 | 4133 |
| Ceinture sous-abdominale | 13 | 24 | 9 | 24 | 33 | 39 | 11 | 5 | 11 | 0 | 0 | 0 | 0 | 169 |
| Ceinture et coussins d'air | 109 | 2 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| Coussins d'air | 55 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Ceintures passives | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Retenue d'enfant | 0 | 2 | 4 | 12 | 12 | 18 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 56 |
| Casque | 152 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 170 |
| Aucun disponible | 38 | 5 | 2 | 2 | 6 | 5 | 0 | 0 | 1 | 64 | 2 | 0 | 0 | 125 |
| Disponible/pas utilisé | 184 | 8 | 73 | 21 | 8 | 23 | 5 | 4 | 5 | 0 | 0 | 0 | 2 | 333 |
| Sans indication | 179 | 7 | 49 | 8 | 2 | 14 | 3 | 1 | 2 | 0 | 0 | 183 | 10 | 458 |
| | | | | | | | | | | | | | | |
| TOTAL | 3544 | 65 | 1222 | 157 | 62 | 231 | 51 | 13 | 50 | 64 | 2 | 184 | 17 | 5662 |

## NOMBRE DE VÉHICULES SELON LA CATÉGORIE ET LE GENRE DE MARCHANDISES DANGEREUSES TRANSPORTÉES

| | (1) MORTELS | (2) BLESSURES CORPORELLES | (1+2) TOTAL PARTIEL | (3) DOMMAGES MATÉRIELS | (1+2+3) TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|
| Gaz | 0 | 2 | 2 | 12 | 14 | 0.1 |
| Liquides inflammables | 0 | 1 | 1 | 1 | 2 | 0.0 |
| Matières radioactives | 0 | 0 | 0 | 1 | 1 | 0.0 |
| Sans objet | 131 | 6219 | 6350 | 11113 | 17463 | 99.9 |
| | | | | | | |
| TOTAL | 131 | 6222 | 6353 | 11127 | 17480 | 100.0 |

## NOMBRE DE PERSONNES SELON LA POSITION DANS/SUR LE VÉHICULE ET LE GENRE DE BLESSURE

| | BLESSURE MINEURE | BLESSURE MOYENNE | BLESSURE MAJEURE | SUR PLACE OU AMBUL. | DANS LES 48 HEURES | DANS LES 30 JOURS | SANS INDICATION | TOTAL | POURCENTAGE |
|---|---|---|---|---|---|---|---|---|---|
| Conducteur | 955 | 2221 | 289 | 39 | 15 | 6 | 19 | 3544 | 62.6 |
| Passager 2 | 14 | 40 | 11 | 0 | 0 | 0 | 0 | 65 | 1.1 |
| Passager 3 | 314 | 804 | 86 | 6 | 8 | 0 | 4 | 1222 | 21.6 |
| Passager 4 | 41 | 102 | 13 | 1 | 0 | 0 | 0 | 157 | 2.8 |
| Passager 5 | 17 | 40 | 4 | 0 | 1 | 0 | 0 | 62 | 1.1 |
| Passager 6 | 64 | 145 | 19 | 3 | 0 | 0 | 0 | 231 | 4.1 |
| Passager 7 | 15 | 28 | 6 | 1 | 0 | 1 | 0 | 51 | 0.9 |
| Passager 8 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 13 | 0.2 |
| Passager 9 | 13 | 35 | 2 | 0 | 0 | 0 | 0 | 50 | 0.9 |
| Passager 10 | 10 | 42 | 8 | 4 | 0 | 0 | 0 | 64 | 1.1 |
| Sur le véhicule ou accroché au véhicule | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0.0 |
| Piéton | 31 | 113 | 30 | 4 | 3 | 2 | 1 | 184 | 3.2 |
| Sans indication | 10 | 4 | 3 | 0 | 0 | 0 | 0 | 17 | 0.3 |
| **TOTAL** | 1488 | 3583 | 472 | 58 | 27 | 10 | 24 | 5662 | 100.0 |
| **POURCENTAGE** | 26.7 | 62.1 | 8.5 | 1.2 | 0.2 | 0.2 | 1.0 | | |

**NOTE: CE RAPPORT PEUT CONTENIR DES STATISTIQUES SUR LES CYCLISTES/CONDUCTEURS DE VÉHICULE TOUT-TERRAIN ET/OU LEURS PASSAGERS.**

## VÉHICULES TOUT-TERRAIN

## STATISTIQUES DES ACCIDENTS HORS ROUTE

## NOMBRE DE VICTIMES SELON LA CATÉGORIE ET LE SEXE

| | MORTELS | BLESSURES CORPORELLES | TOTAL |
|---|---|---|---|
| | | | |
| Hommes | 8 | 173 | 181 |
| Femmes | 0 | 44 | 44 |
| | | | |
| **TOTAL** | 8 | 217 | 225 |

## NOMBRE DE VICTIMES SELON LA CATÉGORIE ET L'ÂGE

| | MORTELS | BLESSURES CORPORELLES | TOTAL |
|---|---|---|---|
| | | | |
| Moins que 16 | 0 | 44 | 44 |
| 16 - 25 | 3 | 73 | 76 |
| 26 - 40 | 4 | 64 | 68 |
| 41 - 65 | 1 | 34 | 35 |
| 65 et plus | 0 | 1 | 1 |
| Inconnu | 0 | 1 | 1 |
| | | | |
| **TOTAL** | 8 | 217 | 225 |

## NOMBRE DE CONDUCTEURS TUÉS OU BLESSÉS SELON L'ÂGE ET LA CATÉGORIE D'ACCIDENT

| | MORTELS | BLESSURES CORPORELLES | TOTAL |
|---|---|---|---|
| | | | |
| Moins que 16 | 0 | 27 | 27 |
| 16 - 25 | 3 | 57 | 60 |
| 26 - 40 | 3 | 48 | 51 |
| 41 - 65 | 1 | 26 | 27 |
| 65 et plus | 0 | 1 | 1 |
| Inconnu | 0 | 1 | 1 |
| | | | |
| **TOTAL** | 7 | 160 | 167 |

## NOMBRE D'ACCIDENTS SELON LA CATÉGORIE ET LES CONDITIONS D'ÉCLAIRAGE

| | MORTELS | BLESSURES CORPORELLES | TOTAL |
|---|---|---|---|
| | | | |
| Jour | 3 | 110 | 113 |
| Obscurité | 4 | 60 | 64 |
| Crépuscule | 0 | 7 | 7 |
| Aurore | 0 | 3 | 3 |
| Lumière artificielle | 0 | 3 | 3 |
| | | | |
| TOTAL | 7 | 183 | 190 |

## NOMBRE DE PERMIS DE CONDUCTEURS ÉMIS 1991 – 2001 (ANNÉES FINANCIÈRES*)

| ANNÉE | NOMBRES DE LICENCES |
|---|---|
| | |
| 1991 | 467,972 |
| 1992 | 475,526 |
| 1993 | 480,369 |
| 1994 | 492,228 |
| 1995 | 503,342 |
| 1996 | 503,522 |
| 1997 | 505,790 |
| 1998 | 509,911 |
| 1999 | 514,099 |
| 2000 | 518,139 |
| 2001 | 519,027 |

* Année financière = le 1er avril 2000 jusqu'au 31 mars 2001

## 1991 - 2001 (ANNÉES FINANCIÈRES*)
## NOMBRE D'IMMATRICULATIONS DE VÉHICULES SELON LE GENRE

| ANNÉE | VÉHICULES À PASSAGER | VÉHICULES COMMERCIAUX | VÉLOMOTEURS & MOTOCYCLETTES |
|---|---|---|---|
| | | | |
| 1991 | 312,312 | 145,272 | 9,677 |
| 1992 | 317,776 | 145,379 | 9,407 |
| 1993 | 324,341 | 149,189 | 9,268 |
| 1994 | 328,112 | 151,334 | 9,450 |
| 1995 | 327,921 | 150,342 | 9,365 |
| 1996 | 323,370 | 146,920 | 9,543 |
| 1997 | 337,946 | 155,787 | 10,062 |
| 1998 | 336,028 | 149,266 | 9,856 |
| 1999 | 345,526 | 144,785 | 10,536 |
| 2000 | 361,244 | 141,725 | 13,523 |
| 2001 | 361,121 | 147,387 | 11,146 |

* Année financière = le 1er avril 2000 jusqu'au 31 mars 2001

# ÉTAT DES SUSPENSIONS DE PERMIS

## RAPPORT SUR LES ARTICLES CONCERNANT LA SUSPENSION POUR L'ANNÉE FINANCIÈRE TERMINÉE LE 31 MARS 2002

| ARTICLE | DESCRIPTION | AVRIL | MAI | JUIN | JUILL | AOÛT | SEPT | OCT | NOV | DÉC | JANV | FÉV | MARS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84(11) | Une infraction comportant la consommation d'alcool ou un refus | 7 | 16 | 8 | 9 | 3 | 5 | 6 | 10 | 7 | 5 | 8 | 5 | 89 |
| 93(4) | Conduite d'un véhicule en contravention d'une restriction - permis | 1 | 8 | 1 | 3 | 5 | 3 | 5 | 1 | 1 | 3 | 4 | 4 | 39 |
| 105.1(2) | Défaut de s'arrêter à la demande d'un agent de la paix | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 8 | 1 | 0 | 0 | 0 | 19 |
| 274 | Défaut de fournir une preuve de solvabilité | 4 | 2 | 0 | 2 | 4 | 0 | 5 | 1 | 0 | 2 | 0 | 2 | 22 |
| 276(1) | Défaut d'exécuter un jugement | 1 | 8 | 1 | 2 | 2 | 0 | 1 | 2 | 1 | 4 | 2 | 0 | 24 |
| 281(1) | Impliqué dans un accident à signaler - sans assurance | 9 | 18 | 15 | 10 | 19 | 4 | 12 | 29 | 16 | 0 | 0 | 0 | 132 |
| 298(4) | Perte de tous les points - conducteur titulaire d'un nouveau permis | 14 | 16 | 12 | 17 | 11 | 16 | 31 | 19 | 20 | 16 | 16 | 21 | 209 |
| 298.1(2) | Points enlevés à un conducteur non-titulaire d'un permis | 2 | 8 | 11 | 7 | 6 | 4 | 7 | 3 | 5 | 2 | 7 | 4 | 66 |
| 300(1)(A) | Coupable d'une 1$^{e}$ infraction au Code Criminel du Canada | 6 | 6 | 8 | 3 | 5 | 3 | 4 | 8 | 4 | 11 | 7 | 5 | 70 |
| 300(1)(A)(L) | Coupable d'une première infraction au Code Criminal Du Canada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 143 | 185 | 112 | 114 | 700 |
| 300(1)(B) | Coupable d'une infraction au Code Criminal du Canada | 111 | 121 | 143 | 101 | 119 | 143 | 171 | 5 | 2 | 2 | 2 | 2 | 922 |
| 300(1) (B.1) | Ordonnance de libération en vertu du Code Criminel du Canada | 4 | 6 | 7 | 5 | 0 | 5 | 7 | 0 | 4 | 2 | 3 | 3 | 46 |
| 300(1)(C) | Perte de tous les 10 points | 57 | 53 | 55 | 50 | 58 | 50 | 54 | 39 | 61 | 42 | 42 | 39 | 600 |
| 302(1) | Première infraction - titulaire d'un permis probatoire | 2 | 10 | 6 | 11 | 8 | 8 | 7 | 4 | 8 | 3 | 9 | 2 | 78 |

| ARTICLE | DESCRIPTION | AVRIL | MAI | JUIN | JUILL | AOÛT | SEPT | OCT | NOV | DÉC | JANV | FÉV | MARS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302(2) | Deuxième suspension pour infraction au Code Criminel du Canada | 24 | 22 | 9 | 18 | 21 | 14 | 34 | 30 | 18 | 40 | 26 | 30 | 286 |
| 302(2.2)(L) | Troisième suspension pour infraction au Code Criminel du Canada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 13 | 3 | 6 | 35 |
| 302(3)(D) | 1e suspension, infraction - 78, 99(1)(A), 345 LVM, 259(4) CCC | 47 | 44 | 48 | 22 | 33 | 24 | 48 | 29 | 43 | 25 | 34 | 26 | 423 |
| 302(3)(E) | 2e suspension, infraction - article 78, 99(1)(A), 345 LVM, 259(4) CCC | 16 | 19 | 15 | 8 | 7 | 6 | 11 | 18 | 16 | 10 | 11 | 12 | 149 |
| 302(4) | Deuxième/infraction suivante - titulaire d'un permis probatoire | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 0 | 1 | 17 |
| 302(5) | Conduire ou permettre de conduire un véhicule à moteur non assuré | 57 | 52 | 54 | 51 | 54 | 39 | 51 | 56 | 67 | 42 | 62 | 43 | 628 |
| 305.1 | Défaut de verser les droits requis pour permis ou droits de conducteur | 0 | 7 | 3 | 3 | 8 | 0 | 5 | 4 | 2 | 3 | 6 | 6 | 47 |
| 305.1(2) | Chèque non honoré par l'institution financière appropriée | 5 | 13 | 6 | 7 | 12 | 7 | 6 | 3 | 7 | 2 | 4 | 4 | 76 |
| 307(1) | Suspension - coupable d'une infraction dans un autre pays/province | 5 | 4 | 2 | 0 | 5 | 3 | 2 | 6 | 0 | 3 | 0 | 2 | 32 |
| 309(A) | Défaut de remettre un rapport médical satisfaisant | 5 | 28 | 20 | 17 | 18 | 8 | 22 | 24 | 4 | 28 | 14 | 9 | 197 |
| 309(B) | Échec à l'épreuve de conduite | 2 | 5 | 7 | 3 | 7 | 6 | 5 | 8 | 5 | 12 | 4 | 10 | 74 |
| 309(C) | Échec à l'épreuve de conduite et de fournir un rapport médical | 3 | 10 | 10 | 6 | 9 | 6 | 1 | 11 | 3 | 7 | 5 | 6 | 77 |
| 309(D) | Défaut de fournir un examen de la vue acceptable | 0 | 2 | 3 | 1 | 2 | 2 | 2 | 5 | 2 | 4 | 1 | 2 | 26 |
| 347.1 | Défaut de payer une amende | 1418 | 639 | 749 | 886 | 742 | 753 | 1038 | 780 | 550 | 1079 | 651 | 671 | 9,956 |
| GRAND TOTAL | | 1802 | 1119 | 1198 | 1246 | 1160 | 1111 | 1537 | 1261 | 995 | 1548 | 1033 | 1029 | 15,039 |

# MÉTHODE D'ÉMISSION DE PERMIS DE CONDUIRE AU CONDUCTEUR DE VÉHICULE À MOTEUR

## SOMMAIRE ANNUEL SELON LA CATÉGORIE ET L'ÂGE

| CLASSE | GROUPE D'ÂGE | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Moins de 16 | 16 - 19 | 20 - 24 | 25 - 34 | 35 - 44 | 45 - 54 | 55 - 64 | 65 - 74 | 75 et Plus | Total |
| 1 | 0 | 32 | 704 | 4,368 | 6,390 | 6,015 | 3,565 | 695 | 56 | 21,825 |
| 2 | 0 | 0 | 12 | 220 | 852 | 1,111 | 539 | 65 | 3 | 2,802 |
| 3 | 0 | 7 | 80 | 744 | 2,518 | 3,708 | 2,760 | 603 | 59 | 10,479 |
| 4 | 0 | 22 | 475 | 2,108 | 2,727 | 2,177 | 839 | 141 | 10 | 8,499 |
| 5 | 0 | 8,957 | 36,216 | 79,440 | 99,296 | 93,071 | 61,881 | 40,676 | 25,386 | 444,923 |
| 6 | 0 | 2 | 8 | 19 | 38 | 31 | 9 | 6 | 3 | 116 |
| 7 | 0 | 19,018 | 5,498 | 2,999 | 1,085 | 457 | 186 | 79 | 21 | 29,343 |
| 8 | 71 | 19 | 1 | 1 | 4 | 5 | 4 | 4 | 10 | 119 |
| 9 | 98 | 22 | 1 | 3 | 5 | 9 | 9 | 2 | 4 | 153 |
| 3/4 | 0 | 0 | 4 | 96 | 266 | 285 | 100 | 15 | 2 | 768 |
| Cartes d'identité | 5,155 | 1,789 | 4,629 | 1,877 | 862 | 643 | 578 | 615 | 649 | 16,797 |
| TOTAL | 5,324 | 29,868 | 47,628 | 91,875 | 114,043 | 107,512 | 70,470 | 42,901 | 26,203 | 535,824 |

## SOMMAIRE ANNUEL SELON L'ÂGE ET LE SEXE

| GROUPE D'ÂGE | SEXE | | | |
|---|---|---|---|---|
| | Homme (H) | Femme (F) | Inconnu (I) | Total |
| Moins de 16 | 155 | 13 | 1 | 169 |
| 16 - 19 | 14,392 | 13,686 | 1 | 28,079 |
| 20 - 24 | 21,961 | 21,038 | 0 | 42,999 |
| 25 - 34 | 45,531 | 44,464 | 3 | 89,998 |
| 35 - 44 | 57,461 | 55,694 | 26 | 113,181 |
| 45 - 54 | 54,969 | 51,866 | 34 | 106,869 |
| 55 - 64 | 37,116 | 32,751 | 25 | 69,892 |
| 65 - 74 | 22,930 | 19,343 | 13 | 42,286 |
| 75 et Plus | 14,175 | 11,364 | 15 | 25,554 |
| TOTAL | 268,690 | 250,219 | 118 | 519,027 |

## SOMMAIRE ANNUEL SELON LA CATÉGORIE ET LE SEXE

| CLASSE | SEXE | | | |
|---|---|---|---|---|
| | Homme (H) | Femme (F) | Inconnu (I) | Total |
| 1 | 21,517 | 308 | 0 | 21,825 |
| 2 | 2,224 | 578 | 0 | 2,802 |
| 3 | 10,335 | 143 | 1 | 10,479 |
| 4 | 6,178 | 2,320 | 1 | 8,499 |
| 5 | 213,595 | 231,218 | 110 | 444,923 |
| 6 | 102 | 13 | 1 | 116 |
| 7 | 13,739 | 15,600 | 4 | 29,343 |
| 8 | 107 | 11 | 1 | 119 |
| 9 | 141 | 12 | 0 | 153 |
| 3/4 | 752 | 16 | 0 | 768 |
| Cartes d'identité | 6,900 | 9,892 | 5 | 16,797 |
| TOTAL | 275,590 | 260,111 | 123 | 535,824 |